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Welcome

JANUARY 2020 • ISSUE #480

RACE 8

No.	NAME	MACHINE
1.	A. Copland	Nor/Tri
2.	L. A. Geeson	Norton
3.	D. R. Massam	Triton
4.	J. Hedger	Kilburn Metisse
5.	C. Sanby	Kuhn Norton
6.	P. Stephenson	Seeley Norton
7.	D. Best	Petty
8.	R. L. Nicholls	Kensped
9.	B. Adams	Triumph
10.	J. Bishop	Bishop Enfield
11.	K. Walley	Norton Seeley
12.	B. Scully	Norton
14.	A. J. Archer	Norton
15.	K. Sullivan	Viking
16.	C. Brown	Greenwood/Tri

750 RACE

No.	NAME	MACHINE
17.	D. Pendlebury	Triumph
18.	D. Croxford	Seeley
19.	C. Revett	Tri-Metisse
20.	J. Oliver	H.K.W.
21.	G. J. Simmonds	Triton
22.	D. Powell	Trident
23.	S. Manship	Triton
24.	P. Tait	Triumph
25.	Bob Heath	B.S.A.
26.	A. J. Moss	Limax
27.	K. Ferrell	Tri-B.S.A.
28.	V. Chivers	Seeley/Nor
29.	S. Baldwin	Norton
30.	M. Grant	Lee Commando
31.	J. Jones	B.S.A.
32.	J. Barton	Triumph

Fifteen Laps

No.	NAME	MACHINE
17.	D. Pendlebury	Triumph
18.	D. Croxford	Seeley
19.	C. Revett	Tri-Metisse
20.	J. Oliver	H.K.W.
21.	G. J. Simmonds	Triton
22.	D. Powell	Trident
23.	S. Manship	Triton
24.	P. Tait	Triumph
25.	Bob Heath	B.S.A.
26.	A. J. Moss	Limax
27.	K. Ferrell	Tri-B.S.A.
28.	V. Chivers	Seeley/Nor
29.	S. Baldwin	Norton
30.	M. Grant	Lee Commando
31.	J. Jones	B.S.A.
32.	J. Barton	Triumph

1st 24 2nd 5 3rd 15 4th 12 5th 8

6th 17 7th 25 8th 2 9th 26 10th 6

Winner's time 15 min. 09-2 sec. 91-22 m.p.h.

Fastest Lap. No. 24 Time 1 min. 11-0 sec. 93-20 m.p.h.

NATIONAL A.C.U. CHAMPIONSHIP
OFFICIAL PROGRAMME 10p
CASTLE COMBE
4th SEPTEMBER 1971
FIRST RACE 12.15 p.m.

Combe programme filled out by Editor Gary Pinchin himself. Results don't show Percy also equalled his own lap record that day. Action pic shows Percy Tait at Thruxton in March 1971 – on his Triumph. BAUER ARCHIVE

PERCY TAIT'S COMBE HOWLER

So sad to hear that Percy Tait has passed away. I never met him, but did have the pleasure of watching him race many times in the 1970s and, being a Triumph fan, he was always one of the stars I followed in the MCN British Superbike championship.

The first time I remember seeing him race was at an ACU National round at Castle Combe on Saturday, September 4, 1971. I recall this specific meeting for two reasons. One: I was due in Bath hospital on the Monday for a knee operation, so Combe was a real biking treat before being in a plaster cast for a few weeks. And two: Percy on a Rob North-framed triple.

In an action-packed programme there was plenty of excitement, but the 750 race is the only one I can honestly remember – thanks to Percy.

There we were, on the bank at Quarry, the first major corner after the start/finish 'straight'. From there you could just about see bikes hurtling down from the start/finish line through the fast right kink at Folly, lose them briefly as the track went right then left, before picking up the detail of each rider and bike as they turned in front of us into the long right-hander at Quarry.

But in the 750 race there was no need to squint into the distance to see who was leading because, on this occasion, it was all about the sound. Percy quickly built such an enormous lead, it was the howl from the three-into-one pipe that announced his approach long before he arrived. Surely the greatest sound ever in road racing!

And when he did, we got to see that wonderfully fluid, fuss-free style that was to become something of an anachronism in an era that saw riders adopting a more aggressive knee-out style.

Percy was riding a BSA triple instead of his regular blue Triumph. I had no idea why, but later read in MCN that he was riding the works 750 John Cooper was scheduled to race in the Mallory Race of the Year. Coop's bike was apparently the only pure 750cc triple left among the BSA/Triumph works bikes, the remainder having been bored by 40-thou to a maximum of 756cc, which AMA F750 rules permitted.

That day, Percy clinched the first-ever ACU National 750 championship and at 41, it was his first ever British title. His performances on the Rob North-framed British triples were always impressive, but for me Percy's success at Castle Combe back in 1971 was a one I'll never forget.

Enjoy the issue.



Gary Pinchin
Editor

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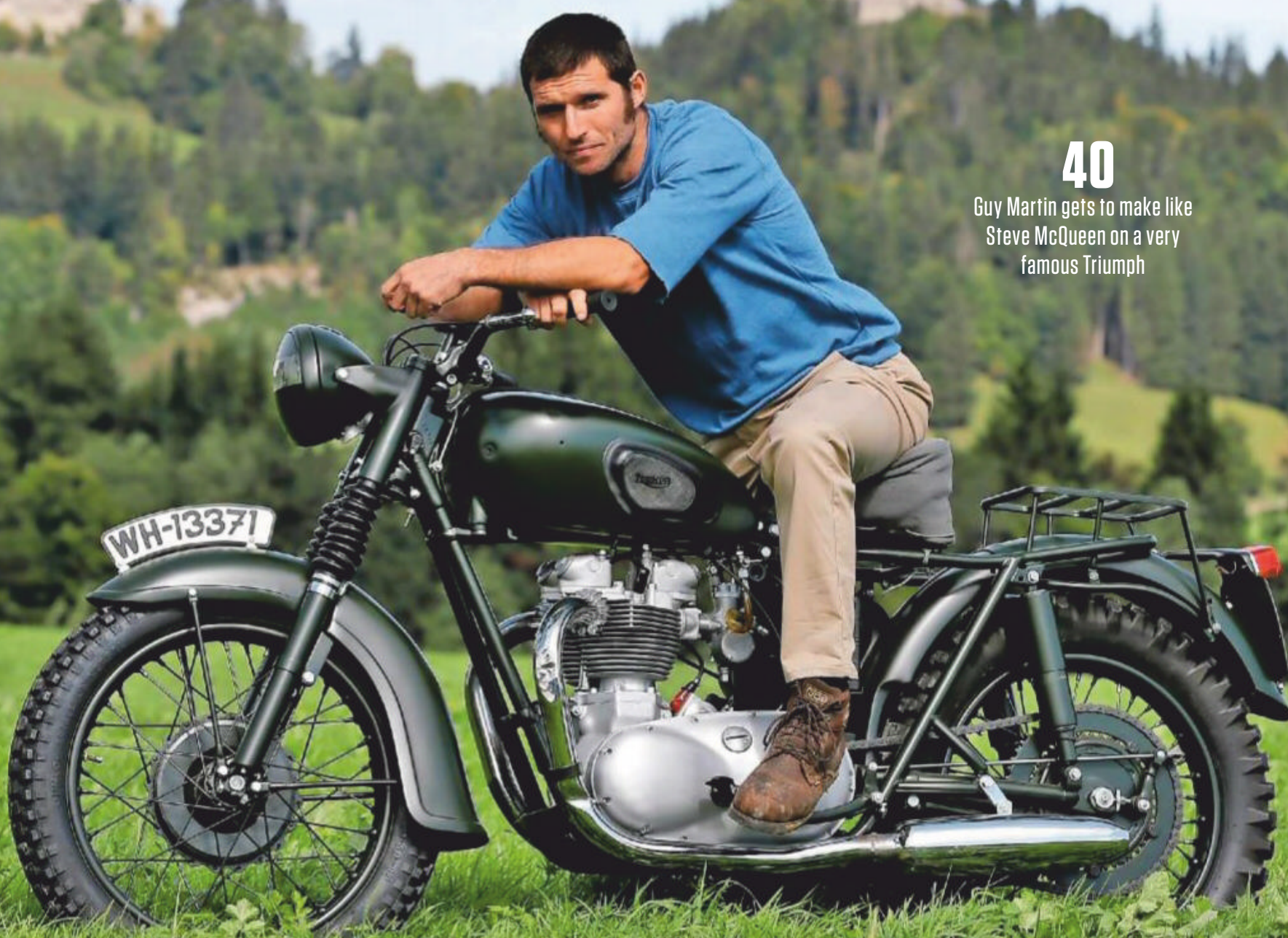
The bikes and memorabilia of a Frenchman with a passion for British and Swedish scramblers



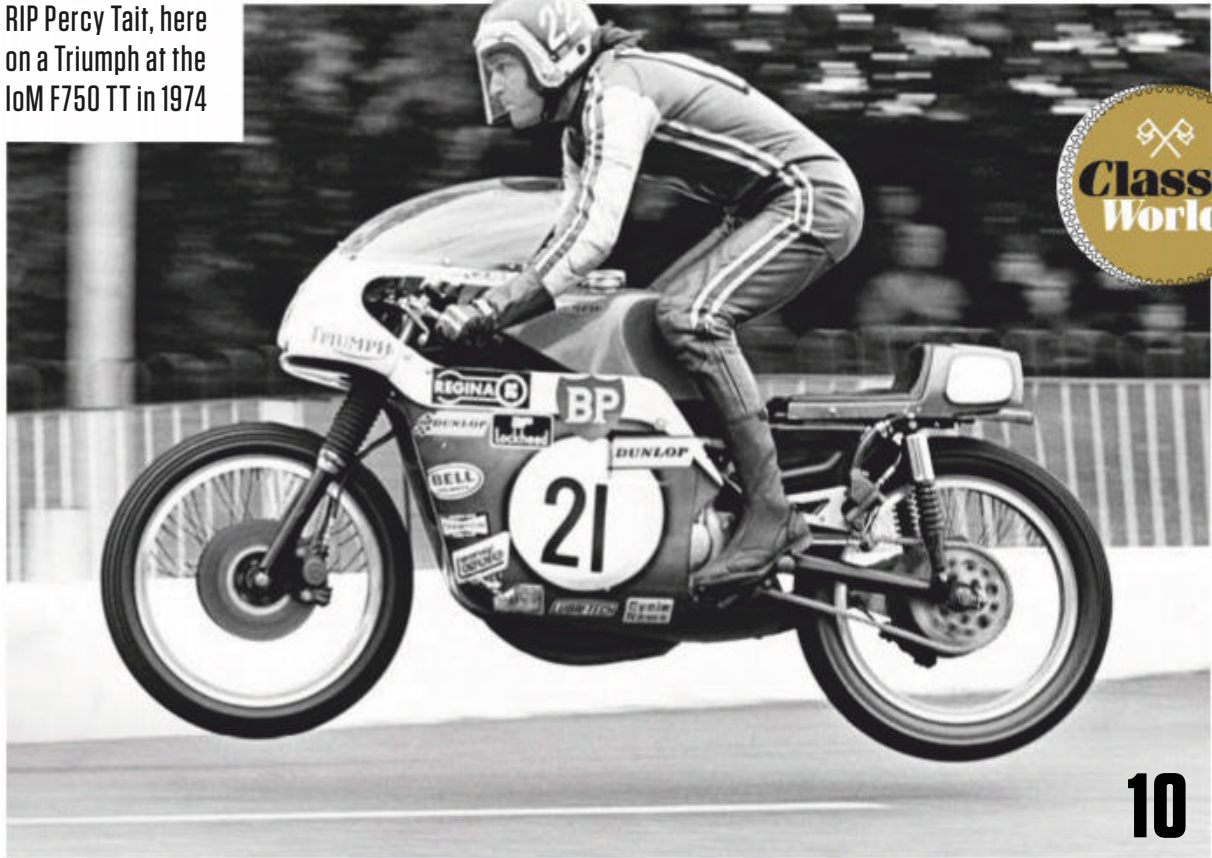
One of collector Fabrice Bazire's hot Husqvarnas

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Guy Martin gets to make like Steve McQueen on a very famous Triumph



RIP Percy Tait, here on a Triumph at the IoM F750 TT in 1974



The boys who built a Project BSA in a day

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JANUARY 2020

SPECIALS
WAY WE WERE
EVENTS
YOUR CLASSICS
LETTERS



The bike, prepared for flat track racing by its original owner Robert Woodson

RESCUED RACER

This Triumph dirt tracker had been stashed in a South Carolina shed since the early 1960s. Now it's back in the UK, its true history has been revealed

PHOTOGRAPHY BY GARY MARGERUM AND ROBERT WOODSON FAMILY ARCHIVE

HARRY COLE HAS a passion for the Triumph motorcycle brand and how it underpinned 'cool' in the psyche of riders and aficionados of the 1950s, '60s and '70s. He says he bought this old Triumph Tiger 100 knowing how cool it was.

The seller provided him with plenty of information, including the name of the original owner – Robert Earl Woodson of South Carolina – but it was only when Harry asked Triumph specialists Ace Classics in Lee, London, to build him a replica to ride, that the full story of the bike emerged.

Ace Classics' Kev Rushworth explained: "We knew the name of the original owner, so we put out a plea on social media for information on the bike and its owner. Sadly, Robert Woodson has passed away, but he had a daughter called Sherry and, thanks to responses from

Now that's what we call patina! And the bike's new British owner intends to keep it as is, while Ace Classics make a replica of the bike for him to actually ride
INSETS: Special plate where frame number should be; pre-race build-up routine painted on bum pad



our internet pleas, we were able to contact her for more information on the bike. She even sent us some photographs of her dad racing it.

"We understand that the Triumph had been stashed in the back of a shed, where it stayed until it was recently sold. Harry, a regular customer of ours, now owns the bike and aims to preserve it exactly as it is. But he wants us to build an exact replica that he can use."

The seller had told Harry it was a great opportunity to own and restore a genuine, original Triumph T100 race bike. "He explained that in 1951 Robert Woodson was a flat-track racer and, while he had been competitive, he knew he needed something a little special to compete with the fast guys. Triumphs were ruling the roost, so he went to his local dealer and told them he needed a fast bike," said Harry.



LEFT: New owner Harry Cole reckons his Tiger is totally cool. And who are we to argue?

'THE BIKE FEATURES SURPLUS TRIUMPH GP STOCK'

Robert was sold some surplus Triumph GP stock, ordered in from the UK specially. The frame never had a number assigned and has had a plate welded over the space where the frame number would normally be. The plate is stamped with: 'REW Special R'.

We also contacted Sherry, who added: "Daddy raced on the AMA tracks from the Daytona Beach road races in Florida [then incorporating the beach section] to Springfield [a huge mile oval dirt-track], Illinois and all over the south-east of the States. Daddy and grandpa, 🏍️

Floyd E Woodson, did all their own rebuilds and repairs. They got a guy called Mr Blackstone, who worked in the machine shop at a local textile plant, to remake parts for the gearbox so that Daddy could use maximum acceleration off the corners to beat his rivals. Everyone said his Triumph purred!”

We understand that once Robert quit racing, the old Triumph was put in the barn – and that’s where it stayed until about four years ago, when it was sold and shipped to England. With it came the information.

The engine sports Triumph GP barrels with a T100 close-fin head. Harry was told the engine spec includes: high-compression pistons, high-lift camshafts, solid aluminium pushrods, polished rockers, dished GP timing gears, beefy aluminium conrods and a lightened and polished crankshaft.

Carbs are twin-matched one-inch Amals with a remote float chamber and even have the kind of pink fuel lines used on the GP and T100C racers to link the float bowl to the carbs. There’s also a Lucas racing magneto of the type used on the last GP MkIIIs.

It was said it had a close-ratio gearbox and lightweight clutch – but that was before we got new information from Sherry on the reworked gearbox

RIGHT: Engine features GP barrels with a T100 close-fin head and twin-matched one-inch Amal carbs. Many race tuning parts are said to lurk within

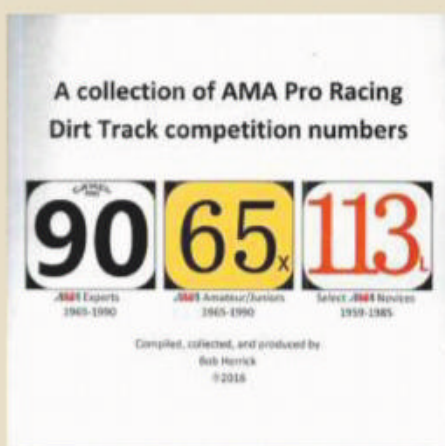
INSETS: Tank has been replaced, but it is genuine '50s; Robert Woodson racing the Triumph



NUMBERS GAME

Bob Herrick’s 366-page book, *A Collection of AMA Pro Racing Dirt Track Competition Numbers*, lists each racer’s number, name, home town and racing classification from 1959-1990. Only 99 riders held national numbers each year, while local racers were assigned a number with a trailing letter to denote the AMA district they raced out of: C referred to the Carolinas, D was Florida.

We asked Bob if he could shed any light on Robert Earl Woodson’s racing career, from the racing numbers in these photos. He said: “Woodson raced professionally out of Piedmont, South Carolina from the early ’50s through to 1963. He had three different racing numbers in his career: 109D, 49D and 24D. I don’t have records for Novice rider numbers that far back, but I’m



guessing his Novice number was 109D (*the 49D is just visible on the Triumph’s number plates— Editor*).

“In 1957 he advanced to the Junior class, assigned number 49D until ’59. In ’60 he became an Expert, still using 49D. It looks like he didn’t race in ’61, but came back in ’62 with Expert number 24D for ’62 and ’63. Then he retired from professional racing.”



Robert Woodson with the bike and 109D plate – this was probably his Novice number

parts. The motor also has the full chain case on the primary side, which American flat trackers retained to stop debris going into the primary chain.

The forks have a home-made fork brace fitted, similar to what would have been fitted to a Triumph GP. The subframe is a race kit part with the rearset lugs fitted and Triumph factory rearsets. On this bike both footpegs fold up. As Kev pointed out: “Normally, only the kickstart-side peg folds up for the kickstart, but with this being a flat tracker the left-hand footrest needed to be a fold-in one as well for ground clearance. The left-side footpeg has been crudely reshaped and there’s another boot-rest just off the front engine plate, typical on a dirt-tracker racing machine.”

The spool front wheel sports a Weinmann alloy rim – and, of course, no front brake. The rear wheel is a stock Triumph steel rim and there’s a bolt-over sprocket to give the bike a lot more acceleration out of the turns. The bike has 4.00 x 19in front and 4.50 x 18in rear Firestone Sportsman tyres.

Beefy stays support the alloy rear mudguard, which has a leather bum-pad mounted to it on which Robert painted: ‘6-gas, 5-carb, 4-get#, 3-position, 2-ok, 1-go’ – clearly to remind him of his pre-race build-up!



'OF COURSE, THE SPOOL FRONT WHEEL HAS NO BRAKE'

The seller told Harry that Robert parked the Triumph at some point to race a Harley – and Sherry confirmed this. “We’ve checked and we think he raced the Harley around 1959, for a local team, but badly broke his leg. Daddy got hit mid-turn by another bike, but didn’t crash,” Sherry said. “He managed to ride back to the pits and from there was transferred to an ambulance and taken to hospital. His leg was broken in five places. Doctors wanted to amputate it, but my grandpa refused to let them, so they pinned it instead. We discovered he finished second in Columbia, South Carolina, riding a Harley, at some point in 1961.”

We believe Robert took time out, probably to recover from his leg injury (see box-out about racing numbers on the right), and then began racing the Triumph again in 1962 – hence the different numberplates.

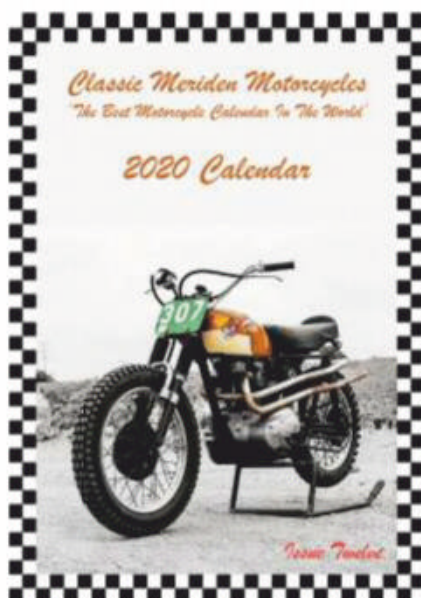
Harry explains why he plans to keep Robert’s bike as it was found: “I knew straight away it had to remain

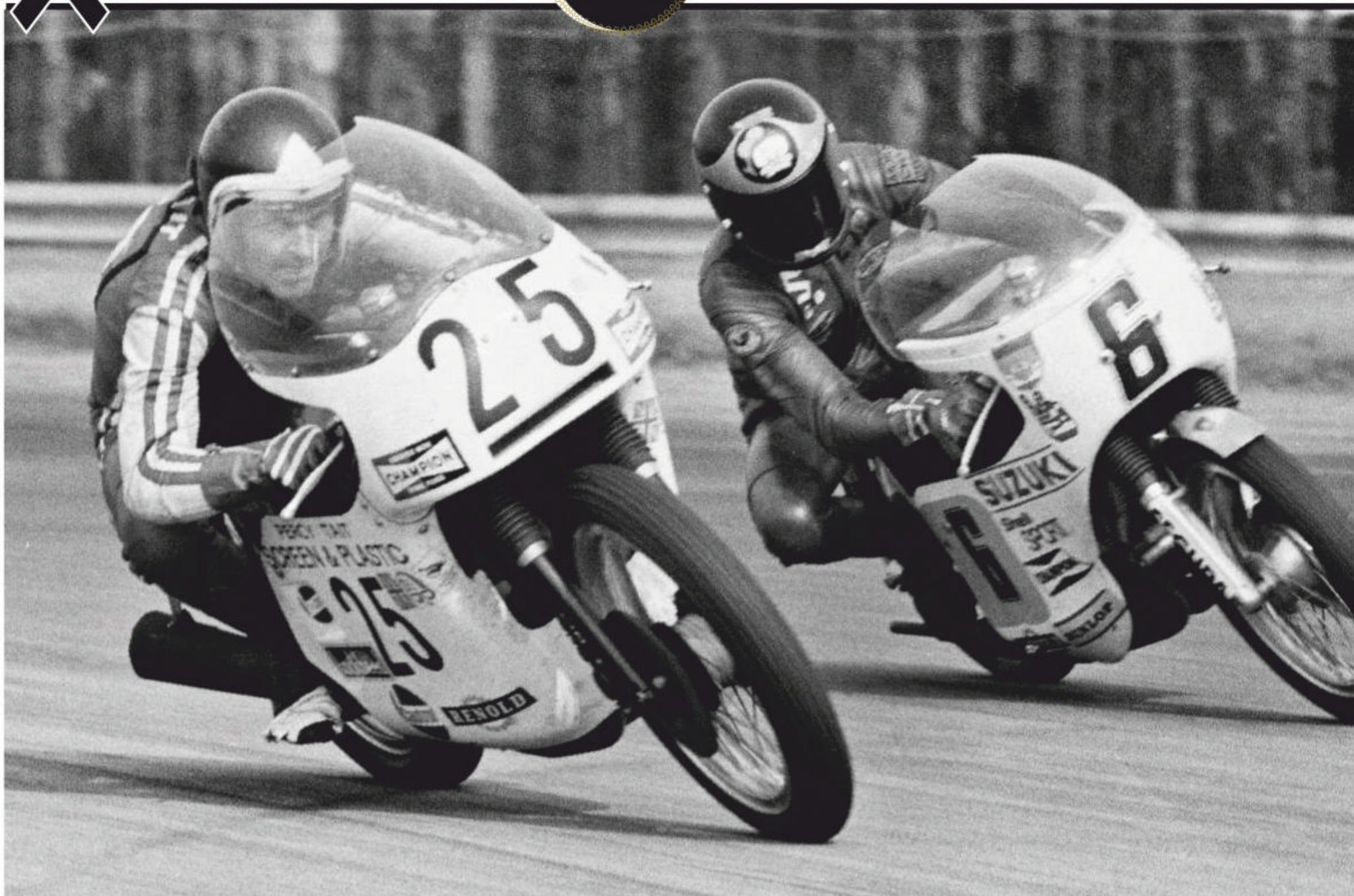
exactly as it was. It’s like a 50-year-old bottle of wine – the second you blow the dust off the bottle, it’s just another bottle of wine. The only thing I’ve altered is the tank, which I bought from a restorer in Holland called Jim Hiddleston. I have the genuine TR5 it came with, but there were no tank badges so the bike had no focal point. The tank that it now has is a genuine 1950s one which looks just right.

“But the replica I’m going to get Ace Classics to build will be faithful to Robert’s Triumph as it would have been when he got it ready to race back in the 1950s. One that I can ride.”

ACE YEAR

If you like Triumphs, then you’ll love the 2020 Ace Classics Calendar. It’s the 12th edition the Triumph specialist in London has produced and features a great variety of classic Triumphs, including the Bonneville, Tiger, Trophy, Thunderbird, a 1950s flat-tracker and The Desert Fox. It costs £10 plus postage and packing. Order yours at aceclassics.co.uk





Percy Tait 1929-2019

Test rider, road racer, sheep breeder and general all-round genial guy

WORDS: MICK DUCKWORTH PHOTOGRAPHY: BAUER ARCHIVE

ABOVE: Tait, on a 750 Trident, leads Barry Sheene on a 500cc Shellsport Suzuki in 1973 at Silverstone

MERIDEN TRIUMPH LEGEND Percy Tait has died, aged 90. A genial character, popular with his workmates and the public, hard-riding Percy had two parallel careers on two wheels. He was a Triumph factory test rider and one of Britain's top road racers. Somehow, he also found time to be an animal stockbreeder and in retirement became one of the country's leading experts on rare breeds of sheep.

Percy started work as an assembly worker at Meriden in 1950, after serving in the Army's Triumph-mounted Royal Signals Display team. His riding skills soon saw him promoted to test rider for the experimental department, where future products were developed. The job he did for 23 years entailed hammering around the MIRA test track near Nuneaton

and racking up road mileage in all weathers, often at illegal speeds. The national 70mph speed limit had recently been introduced when Percy was testing the prototype for Triumph's 125mph 750cc Trident triple before its 1968 launch. If he roared into the experimental department, jumped off a sizzling-hot machine and disappeared into the depths of the bustling factory, his colleagues knew that the police were not far behind.

One of Percy's many testing stories was how a group of riders was sent to London and back on Triumph's 200cc Tiger Cub. It was agreed that the last to reach the bottom of the M1 would buy bacon sandwiches. Delayed early in the journey and losing sight of the others, Percy tucked in behind a Midland Red bus cruising on the motorway at 80mph (in pre-70mph

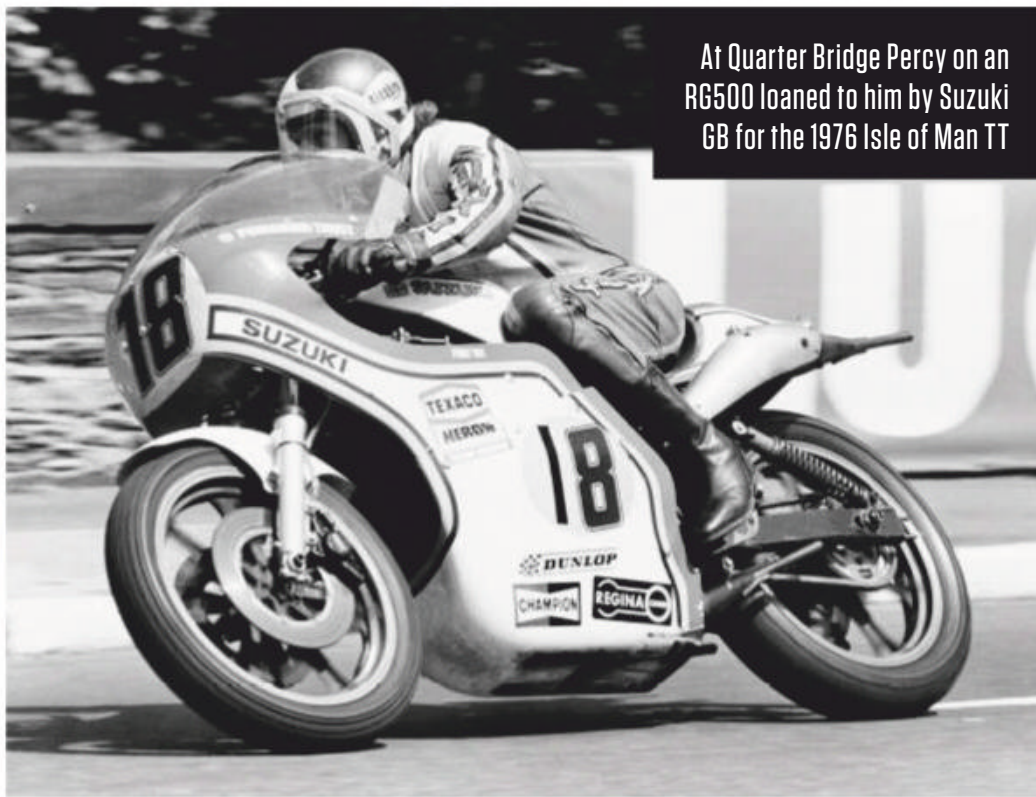
limit times), held the throttle full-open and shot past his companions to avoid paying for breakfast.

In the 1950s, Percy's experimental department boss Frank Baker furtively prepared racers in defiance of company policy and it was one of those, a tuned 250cc Tiger 70, that Percy took to his first circuit win at Silverstone in 1951. Another Baker project, fitting twin carburettors to the range-topping 650cc Tiger 110, reached production after extensive testing by Tait. It was the T120 Bonneville launched for 1959 and destined to become Britain's most famous motorcycle.

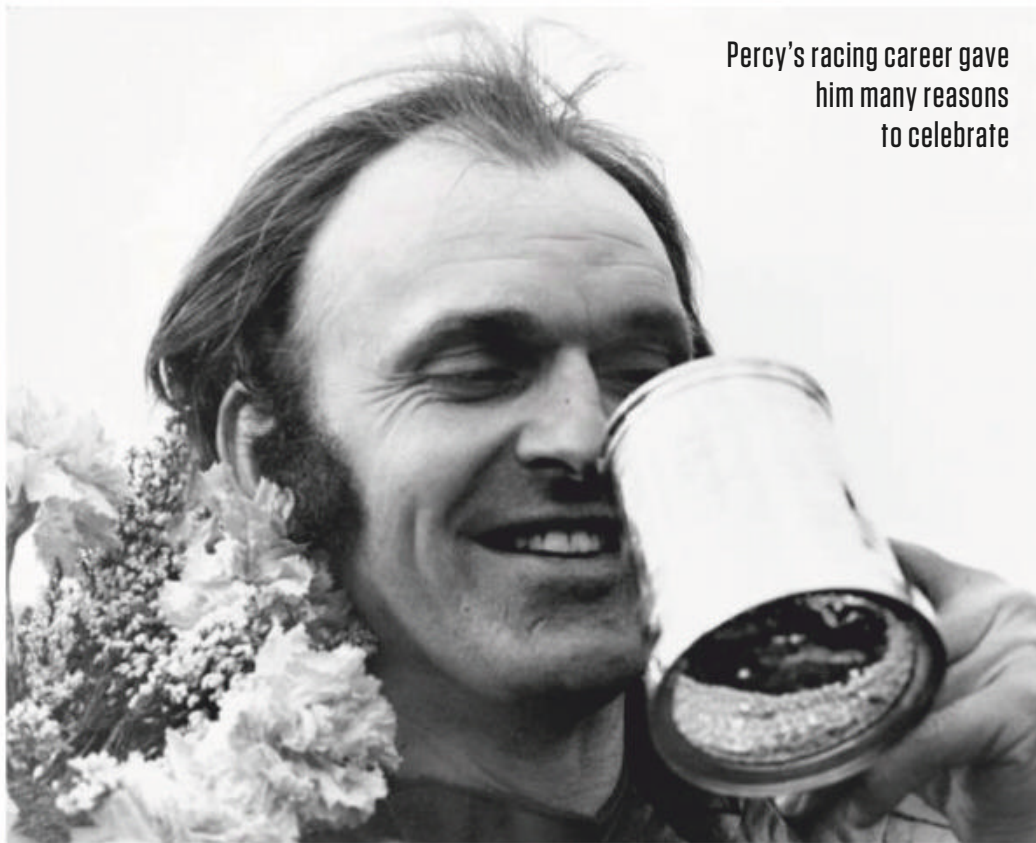
When Doug Hele took over as development chief in 1962, he too looked to Percy as his trusted development rider. To counter the release of Honda's dohc 450cc twin in the vital US market, Hele



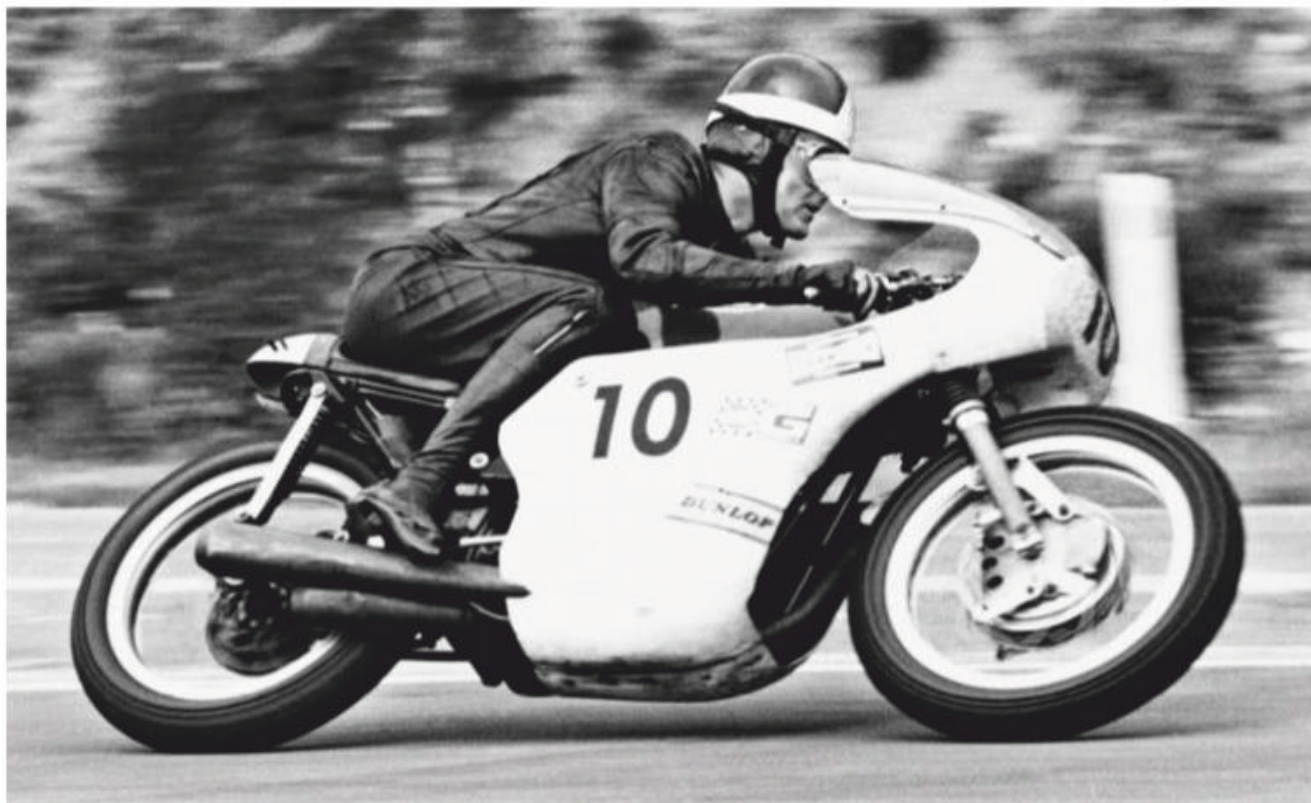
BELOW: On the way to glory in the 1969 Belgian GP at Spa on a 500cc Triumph – he finished second to Agostini



At Quarter Bridge Percy on an RG500 loaned to him by Suzuki GB for the 1976 Isle of Man TT



Percy's racing career gave him many reasons to celebrate




developed Triumph's mild 500cc pushrod twin into a full racer that won the Daytona 200 race in 1966 and '67. Percy, who did much of the pre-race testing, had his own 500cc racer to campaign at home, where he harried the top scratchers of the day on their ohc singles. At the '68 TT he broke a collarbone, proving that an experimental five-speed gearbox was not production-ready, but took a re-framed 500 to glory in the 1969 Belgian Grand Prix. Percy finished second to Giacomo Agostini on his dohc MV Agusta triple, averaging 116.58mph.

New Daytona rules for 1970 allowed Triumph to enter a racer version of its 750cc triple, along with Meriden-built triples in the colours of the parent BSA company. At pre-race timed speed tests in mid-winter at Elvington, Percy hit 164mph but told Hele he thought the clutch was slipping. It turned out that frost on the runway surface was causing wheelspin.

In 1971 Percy contributed to the British triples' blitzing of the rising 750cc racing class. He was MCN Superbike Champion and won every round of the British 750cc championship as well as being co-winner of the 24-hour Bol d'Or at Le Mans with Ray Pickrell and the 500-mile Thruxton GP d'Endurance Production marathon with Dave Croxford.

Made redundant in 1975, Percy then worked with Yamaha Europe to improve the handling of its 'Japanese Bonneville' XS650 parallel twin and came away with an ex-Tepi Lansivouri TZ750 two-stroke racer. He raced it in the 1975 Classic (1000cc) TT, where he finished second despite his steering damper breaking on lap one.

Opening the first of several (mainly car) Suzuki dealerships he ran in the West Midlands, Percy was loaned an RG500 by Suzuki GB for the 1976 TT and saw a Senior win within his grasp. He also agreed to ride in the earlier Production race on a Triumph Trident T160 built by ex-factory staff and named 'Son of Sam' to follow Slippery Sam, winner of the event from 1971 to 1975. Exiting Ballacrairie in a pack, Percy was forced into a stone wall and suffered injuries that ended his 26-year racing career.

Retiring as a dealer in 2002, Percy concentrated on the Worcestershire farm he ran with his wife Diane, where he had made his name as a sheep breeder. 



BROOKLANDS MUSEUM NEW YEAR'S DAY GATHERING JAN 1

Banking on Brooklands

Start the year as you mean to go on at the world's first racing circuit

The Brooklands Museum in Weybridge, Surrey, is one of those places you have to visit at least once. We defy you to stand at the foot of the banking and not feel the hairs on your arm start to stand on end as the ghosts of racers past stir your soul. And what better way to spend the first day of the new year than soaking up the atmosphere in the company of thousands of like-

minded folk at the annual new years day classic bash? Bikes cars, whatever – as long as you arrive on (or in) a pre-1990 vehicle, you'll be ushered in through the Campbell gate to become part of an expected 1000-plus classic vehicle display. That has to be better than sitting through *Where Eagles Dare* yet again.

Brooklandsmuseum.com



JAN 19 - 20

Local heroes

Check out Lincolnshire's own bike show this January. It's a fine day out

Now in its 33rd year, the Springfields Motorbike Show pulled in a record number of visitors last year. Why not help the organisers maintain that trajectory. There's always plenty to see for classic fans and a number of the local machines you'll find at Spalding don't make it to some of the bigger, national events, so you'll usually stumble across something you haven't seen before. This year, the show is sponsored by Peterborough-based bike insurance specialists BeMoto. BSB star Danny Buchan is the special guest, there'll be the usual array of classics and custom builds in the classic hall and a raft of club displays and trade stands.

Springfieldsevents.co.uk/bikeshow

JAN 26

Heavyweight heaven

Bigger is still better at this pre-65 trials celebration of European four-strokes

If you love big, traditional, classic trials iron, you'll already know all about the Talmag Trophy Trial. If you don't, head to Hungry Hill in Aldershot, Hampshire this January and prepare to become a convert. The Talmag unashamedly favours big four-strokes, with the sections set out to suit the sort of heavyweight singles and twins that are rapidly becoming a handicap at many modern pre-65 trials events. From the always-oversubscribed entry of 240 bikes, just 20 spaces are allocated to the lightweight (under 300cc) usurpers. On top of that, there are no two-strokes or Japanese machines allowed and regulations are strict on what machine modifications are allowed. Step back into the 1950s for a day.

talmag.co.uk



JANUARY

4 Rufforth Autojumble, Rufforth Park, Yorkshire rufforthautojumble.com

18 Kempton Park Autojumble, Kempton Park Racecourse, Sunbury on Thames, Middlesex. kemptonparkautojumble.co.uk

19 AJS and Matchless Owners 'Founders Day' and Classic Bike meet, Ace Cafe, Stonebridge, London london.acecafe.com

24-26 International Island Classic, Phillip Island Circuit, Australia Phillipislandcircuit.com.au

26 Malvern Drive-in Classic Car and Bike Autojumble, Three Counties Showground, Worcestershire classicshows.org

FEBRUARY

1-2 Carole Nash Bristol Classic Motorcycle Show, Royal Bath and West Showground, Shepton Mallet, Somerset bristolclassicbikeshow.com

14-16 Carole Nash MCN London Motorcycle Show, London ExCeL mcnmotorcycleshow.com

15-16 Classic Dirt Bike Show, The International Centre, Telford, Shropshire classicdirtbikeshow.co.uk

MARCH

7-8 MCN Scottish Motorcycle Show, Royal Highland Centre, Edinburgh. scottishmotorcycleshow.com

8 Classic Bike Day, Ace Cafe, Stonebridge, London london.acecafe.com

29 South of England Classic Motorcycle Show and Bikejumble, The South of England Showground, Ardingly, West Sussex elkpromotions.co.uk

Bonhams

AUCTIONEERS SINCE 1793

ENTRIES INVITED | *CONSIGN TODAY*



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The International Classic MotorCycle Show, Stafford | 24 - 26 April 2020

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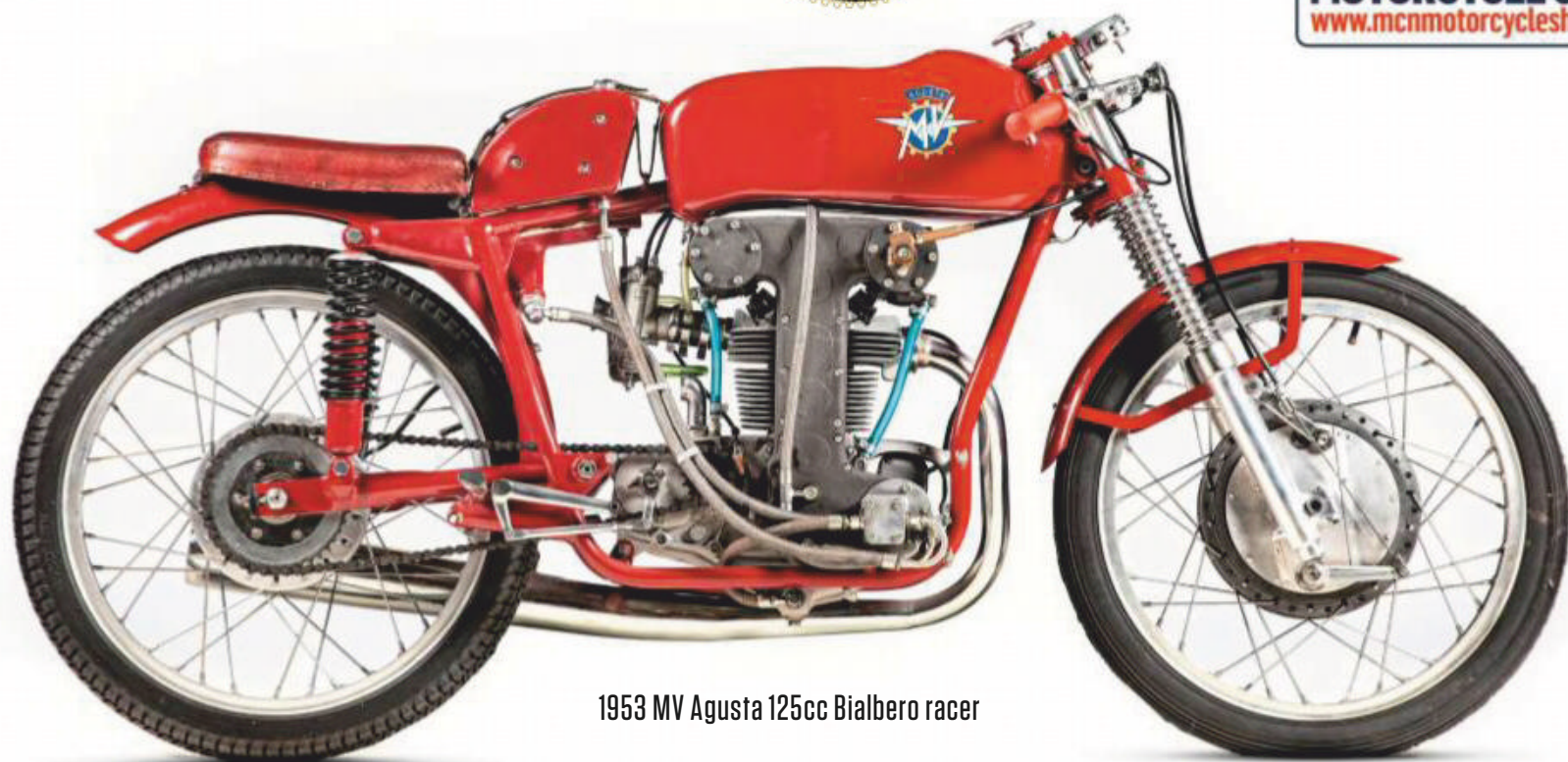
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1953 MV Agusta 125cc Bialbero racer

LONDON MOTORCYCLE SHOW FEB 14 - 16, 2020

Classic attractions

More treats for MCN's London show – including these from the Morbidelli Collection

THERE'S EVEN MORE reason for classic bike fans to head to London's ExCeL over the weekend of February 14-16, with the news that leading auction house Bonhams are bringing some very special bikes. Bonhams have been asked to sell a large slice of the Morbidelli Collection (built up by the head of the famous manufacturing and racing family) later this year, and they'll be showcasing at least 12 of these amazing bikes on their stand in the classic zone. Bonhams will be selling part of the collection at their Stafford sale on April 25/26 and this will be a great chance to have a close look at some of the bikes before they're sold.

Racing bikes are the theme for the ExCeL display and there'll be some spectacular machines. The full list as we went to press is below – but there may be even more.

- 1950 Benelli 250cc GP
- 1964 Ducati 125cc Bialbero four
- Ducati 125cc Gran Sport Monoalbero
- 1956 Linto 75cc Bialbero
- 1956 Ducati 125cc Bialbero GP
- 1953 MV Agusta 125cc Bialbero racer
- 1959 Benelli 250cc Bialbero GP
- 1959 Mondial Paton 250cc GP
- 1964 Benelli 250cc four-cylinder GP (ex-Tarquinio Provini)

- 1973 Morbidelli 125cc GP (ex-Angel Nieto)
- 1976 Morbidelli 250cc GP (Agostini's spare bike)

And there's further good news for classic enthusiasts visiting the show. The National Motorcycle Museum team are bringing some of the bikes from their 1000-plus strong collection of British machines. To celebrate the 50th anniversary of the racing debut of the Rob North-framed works BSA and Triumph triple racers, the museum will be showing off a few works machines.

It might be a good opportunity to pick up a few tickets for the museum's next bike raffle, too. Their raffle prizes are legendary – Sally Peace from Machynlleth in Wales recently took home a new old-stock 1977 Triumph T160 Trident as first prize in the summer draw. Top prize in the winter raffle is a brand new Triumph Thruxton TFC Ltd Edition. With the tickets priced at just £2 each from the museum (thenmm.co.uk), who says you can't afford a new bike?

There's plenty more to see at ExCeL, too. The fantastic Barry Sheene display we previewed last month, featuring nine of his race bikes and tons of memorabilia. And the official launch of the 2020 Classic TT, with four bikes – one from each of the classic classes – from the 2019 event on display. It'll be a great way to replace the winter gloom with a warm inspirational glow.



1964 Benelli 250cc four-cylinder GP



1973 Morbidelli 125cc GP

Heads up

Wearing an old helmet can seriously damage your health



We can probably all see the sense in spending as much as we can afford on a helmet – your head is pretty important, after all. But how many of us keep on using a helmet long after it's past its best? Probably plenty of us.

That old Everoak Corker you got off your big brother back in the '70s won't be much use to you if the worst happens. And as for that pudding basin you picked up at an autojumble donkey's years ago, don't even go there. If the look of your lid is an important part of your classic image, there are plenty of manufacturers producing vintage-style helmets – full face and open face – that comply with the latest safety standards.

The thing is, you can't go on looks – even on a relatively new helmet. According to industry experts, a helmet should be replaced after just five years – even if it still looks as good as the day you bought it. The problem is that the materials used in the helmet's construction will have started to degrade and break down.

You only get one head, so maybe it's time to pension off that old lid and turn it into a display item only. And we have a 'helmet amnesty' where you can bin your old lid – and when you buy a new one, you'll get a free gift (see below).

SIZE DOES MATTER

Your helmet's age isn't the only factor in deciding it's time for a new one. How well it fits should be a consideration, too. Too small and you have a headache, too big and you have a potentially much bigger one – a European study showed that in 12% of accidents across Europe, a helmet became separated from its wearer's head. That's not good.



THIS IS HOW IT THE HELMET AMNESTY WORKS



1 Sign up to take part at this website: helmetamnesty.com You'll get a voucher for your choice of free gift (either an Oxford Helmet Cleaning Kit worth £19.99 or an Oxford Lidsack worth £14.99).

2 Buy a ticket to one of the events that are signed up to the helmet amnesty scheme – the Carole Nash MCN London Motorcycle Show (February 14-16) and the MCN Festival (May 16-17), for example.

3 Come to the event, have a great day out and don't forget to bring that knackered old lid. Exchange that voucher for your free gift at the helmet amnesty stand when you dump your old helmet in their skip. Simple. And, if you need a new replacement, you'll be in the right place to buy one – and get the benefit of a professional fitting service from any number of specialist retailers.

YOUR CLASSICS



All in good Thai

Thailand-based Grant Holmes spent three years restoring and modifying his '60s Honda CB. Here's how he did it, in his own words and pictures...

ABOVE: Grant, wife Chalida and his Honda CB outside their Thai home. He's got all the boxes ticked...

I'M ORIGINALLY FROM Evesham in Worcestershire, but moved to Thailand 13 years ago. I spotted this bike at a classic bike club meeting in Hang Dong in Thailand; I've always liked old Hondas – when I was a youngster I had a C95, a C72 and a CB160. There are quite a few old Hondas in Thailand, especially the C92 and C95 Benlys.

I've played around with many bikes, but this is my first full-on restoration. I wanted a practical bike that looked as original as possible, although actually it's a bit of a hybrid – the frame is a 1962 CB72 and the engine's from a CB77

of circa 1965. The speedo shows this is an early model – the rev counter's needle goes clockwise, while the speedo's goes anti-clockwise, only used for the first few years of production. The rear light is the small type; on later models Honda used a larger Stanley rear light as on early Cubs.

Everything on the bike is NOS if possible. There are any honest and efficient outlets in Bangkok that sell NOS items; I bought the wiring loom, which came with the wires for indicators, from one of these suppliers.

One of the low points of the project came after I stripped the bike completely – the frame basically fell apart after it was shot-blasted. The tubes from the shock mounts to the swingarm pivot were rotten, but I got one-inch tubing to fit after some grinding. Cracks around the rear engine mounts meant plenty more grinding and welding.

The original engine looked good on the outside, but it was completely scrap – even the cylinder head was cracked. In the end, I bought another engine from the USA and paid to get it air-freighted to Thailand. It was much better than the one that came with the bike – but it had issues. When I got it started, it was a bit noisy, so I stripped

SEND YOUR PHOTOS TO
Classic Bike, Media House, Lynchwood, Peterborough, PE2 6EA
classic.bike@bauermedia.co.uk



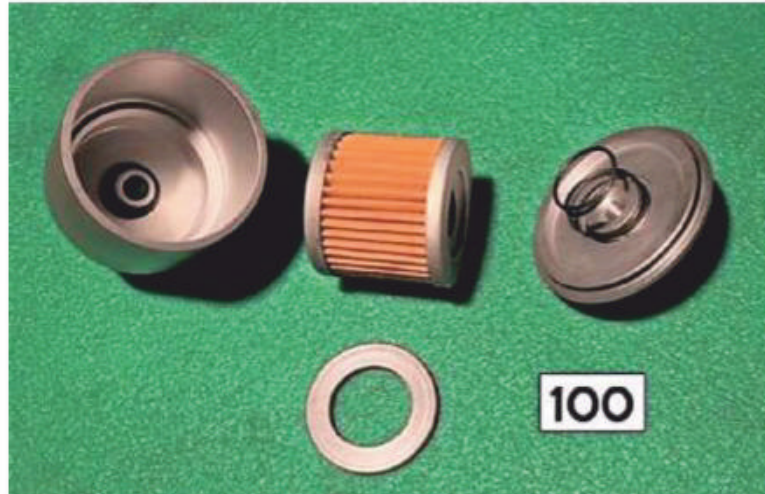
it. I doubt whether it had really done only the 6000 miles claimed, as it was already on the first oversize pistons. The piston-to-bore clearance was excessive, so I sent the block to IMD Pistons in the UK. They provided a very good service, supplying new pistons (they manufacture their own) and boring the block to 0.50mm oversize.

These old Hondas have a problem with the conrod small end – it tends to go oval, causing a sound similar to piston slap at part throttle, as it did on my bike. Honda made four-thou oversize gudgeon pins to allow for wear, but the piston and rod have to be reamed oversize. I found some NOS conrods with bearings and asked Chris Applebee Engineering in the UK to instal them.

I also found some NOS main bearing rollers on eBay. The drive-end main bearing is a ball bearing, while all the others are rollers (there are three of them), but the bearing is labelled as a 6306 – you can easily buy these from a bearing supplier, but it won't fit; the Honda bearing outside diameter is larger than a stock 6306.

I was prepared to carry out modifications to the bike for improvement and for reliability – and the engine was no exception. I fitted a small sprocket conversion to the cam chain tensioner, to replace the original plastic roller and bush arrangement. Also, the plastic wheel located in between the cylinders to guide the cam chain (which tends to fall apart with age) has been removed and replaced with a specially-made alloy wheel with a ball bearing race.

The oil filter is a cardboard cartridge type from a Suzuki marine engine, which provides much improved filtration and engine protection than the original rotating centrifugal filter. The housing for the filter element fits in the same location – just remove the sprocket and chain on the crank and drop it in – although I had to shim the filter to make it a tighter fit. The filter has a high-pressure



CLOCKWISE FROM TOP LEFT:
Early clocks have speedo and rev counter that rotate in different directions. Grant had to have the odo on this eBay purchase fixed

OIL FILTER
is a cardboard cartridge type from a Suzuki marine engine



OIL PUMP
was replaced with a high-capacity pump with 7mm-wide gears (instead of the stock 4mm), which should help increase the flow capacity by 45%

CAM CHAIN
Small sprocket conversion to the cam chain tensioner replaced the original plastic roller and bush

differential bypass, so it will open if it becomes blocked – dirty oil is better than no oil! The original twin-gear-type CB77 oil pump has been replaced with a high-capacity pump with 7mm-wide gears (instead of the stock 4mm), which should increase the flow capacity by 45%. The oil filter, pump, cam chain tensioner and cam chain guide wheel are by US company Cappellini (see eBay). They also make a duplex primary chain conversion; the original chain is now hard to find as the pitch is unique to Honda.

The valve guides were replaced with NOS items, but were modified to accept Viton stem seals from a Kawasaki

‘THE FRAME BASICALLY FELL APART AFTER SHOT-BLASTING’

Z900; these prevent oil from being drawn into the engine, especially via the inlet valve guide during periods of high intake vacuum. The Kawasaki Z900 and CB72/77 both have 7mm valve stems; the guides are undersize and have to be reamed to 7mm. Make sure there's enough clearance between the top of the seal and the valve spring retainer; pressing down the valve at full lift, you need at least 1mm.

A set of four new SKF 6004 bearings were fitted on the camshaft and NOS rocker arms and pivots. The later rocker arms have an internal drilling that feeds oil directly onto the rubbing faces of the cam lobe and rocker; earlier ones used to just spray oil onto the cam. To reduce the load on the valve train, I've removed the dual valve springs and installed single beehive springs from R/D Valve Springs in the USA, who also supplied lightweight titanium spring retainers. All of this will help to keep down the reciprocating masses.





Carburettors on the CB77 are 26mm bore, but the cylinder head inlet tract is 24mm and the 10mm-thick spacer in between the carb and cylinder head has a tapered bore. I opened up the head inlet tract to 26mm to remove any restriction from the carb to the inlet valve.

Other modifications include a set of NOS Girling shocks for a '60s CB450 which I found on eBay – these were too long, so I cut the damper rod at the top eyelet and removed 10mm, then MIG-welded it back together.

Paul Goff (norbsa02.freeuk.com) in the UK can supply lower chrome and top painted spring covers which look exactly like the original shocks – a much better alternative to NOS Honda CB77 shocks (if you can find any). Looks

'I OPENED UP THE HEAD INLET TRACT FOR LESS RESTRICTION'

just like the original – and the Honda folding-type CB72 pillion footrests I've welded onto the original brackets don't look out of place, either.

The handlebars are polished stainless steel and the same style as the original low 'bar set-up, but I've inserted a 150mm-long solid steel bar into each end, in an attempt to lower the frequency of the vibration and prevent numb fingers. The sidestand is aftermarket item from Thailand; it fitted OK, but the spring location points were incorrect, so if you hit a pothole (there are many on the roads where I live), the stand would drop down – not recommended when approaching a left-hand bend! So the spring post on the bracket had to be cut off and relocated.

I got some bronze bushes made up locally for the swingarm bearings – they were made

oversize, because the inner sleeve had to be machined due to wear and tear. A reconditioned original old stock seat was found on eBay – I paid a load for it, as usually the steel base has rotted. The indicators are the original small items – hard to find, as I believe they were an optional extra and most examples of this model didn't have any.

Both front and rear brakes had the spindle holes in their hubs bored to accept bronze bushes, as they were oval due to wear. The rear wheel spindle was rechromed and an NOS front spindle was obtained from eBay.

Then there was the electrical system, a whole story in itself. The wiring to the alternator was reworked so it gave the full power output continuously. Originally, the alternator gave a higher output only when the lights were turned on, by connecting additional alternator windings to the charging circuit. This wiring modification can only be carried out if you have a voltage regulator, otherwise the battery will overcharge if you ride with the lights off.

Later, I replaced the alternator rotor with an early one with more powerful magnets for a higher output. But even with the more powerful magnets the output was feeble, so I started looking for an alternative rotor or alternator.

There isn't any spare capacity in the stock alternator, therefore the headlight can't be replaced with a higher wattage bulb, you will just run down the battery. So how to increase the electrical power? The answer was to install a Lucas RM24, three-phase 14.5-amp alternator, of the type fitted to the Triumph Bonneville – physically, it's almost identical in size to the CB77 alternator and gives approximately 175 Watts at 13.6 volts.

The sleeve inside the original Honda magnetic rotor has to be removed – I just drilled the rivets and tapped it out.

Next step is to machine the Honda alternator sleeve and the Lucas rotor to 25.5mm and

CLOCKWISE FROM TOP LEFT: Shocks are a modified set of NOS Girlings for a '60s CB450 with replacement spring covers fitted

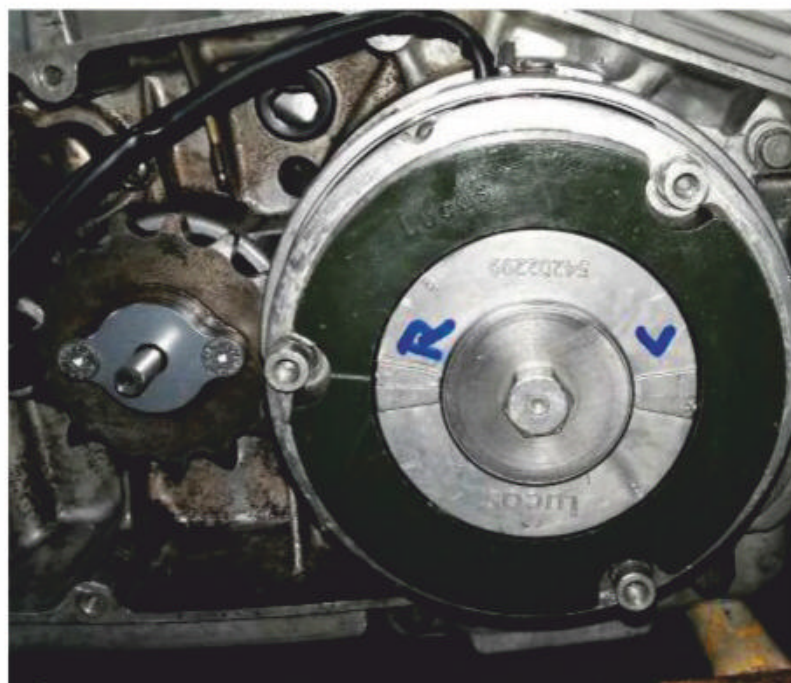
Alternator rotor is from a Triumph Bonneville

Folding-type footrests from a CB72 welded onto original brackets

Valve guides are NOS items, modified to accept Viton stem seals from a Kawasaki Z900

Original dual valve springs replaced with single beehive springs with lightweight titanium spring retainers

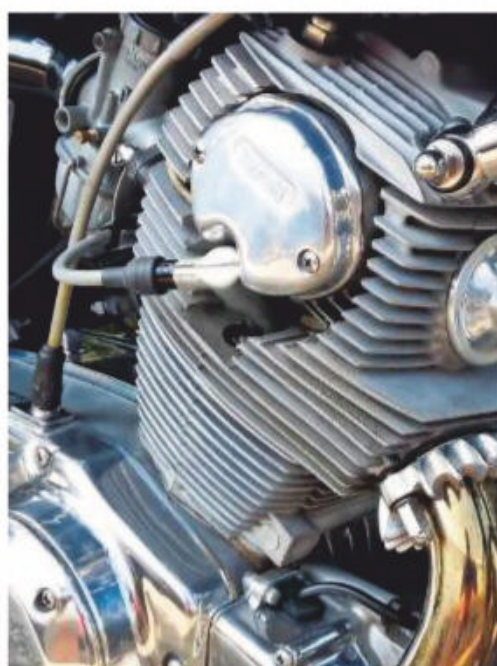




CLOCKWISE FROM
TOP LEFT: Bonnie
alternator fits well
with minimum
modification and
increases output of
electrical power

Honda alternator
sleeve had to be
machined to take
the above

Making DIY TDC and
timing marks on the
replacement rotor



Sidestand was an
aftermarket
purchase from a
Thai dealer, but
needed modding

Spark plug caps are
original 1965 items
with modern NGK
plug caps inside,
the original ones
were tracking
to earth

Loctite the Lucas rotor onto the Honda sleeve. I then drilled and pegged the rotor to the starter clutch. A coupling has to be machined to fit the Honda sleeve onto the starter motor clutch – a local guy made this, to the same dimensions as the Honda alloy coupling. The sleeve was then pressed into this steel starter coupling and silver soldered into place.

The housing for the original stator needed some slight machining (with a small cutting disc on a Dremel) and I cut down the mounting post until the head of the bolt cleared the stator. The rotor also needed new TDC and ignition timing marks, which I made using a degree wheel and dial gauge. The Bonnie alternator fits well – the three mounting holes just needed some dressing with a round file and it fitted perfectly. I used shims cut from a beer can to align the rotor in the stator before tightening it up.

This alternator should be able to give the full output at 4000rpm, so even with a 60-Watt halogen headlight there is still power left over; also, as it's three-phase, the full power is available at low rpm

I replaced the ancient contact breakers with Tytronic electronic ignition, which uses the original bob-weight advance and retard, so I replaced the advance springs to ensure the ignition advance curve is correct. You need a stable voltage to run electronic ignition – so, as a standard CB77 doesn't have any voltage regulation, I replaced the selenium rectifier with a Yamaha RD350 regulator/rectifier. The position of the pick-ups are at 90° and not 180°, because the CB72/77 had crank big-end pins at 180° – one piston is at TDC when the other is at BDC, you

could say they were early big-bang engines as seen in many of today's hypersports and GP bikes!

The exhaust pipes, hand-made in polished stainless steel, came from Overlander in Melbourne, Australia, who also fabricated the downpipes. The first start-up after the restoration proved they're not too noisy. Unfortunately, the first ride wasn't the great experience I'd anticipated – the battery internally shorted out and I broke down. Simply fitting a Yuasa battery solved the problem.

After running the bike for a while, the right-hand cylinder started to misfire; I worked out that the ignition was to blame, so I refitted the points – but this time using two Sparkrite ignition systems, one per contact breaker. Now the bike runs perfectly.

The NOS speedo/rev counter I'd bought for \$500 from the States on eBay proved to have a faulty odometer – it stopped dead at 9.9 miles with a seized drive gear. The rev counter was erratic, too, but Speedline instruments in Waneroo, Western Australia sorted it all out for me.

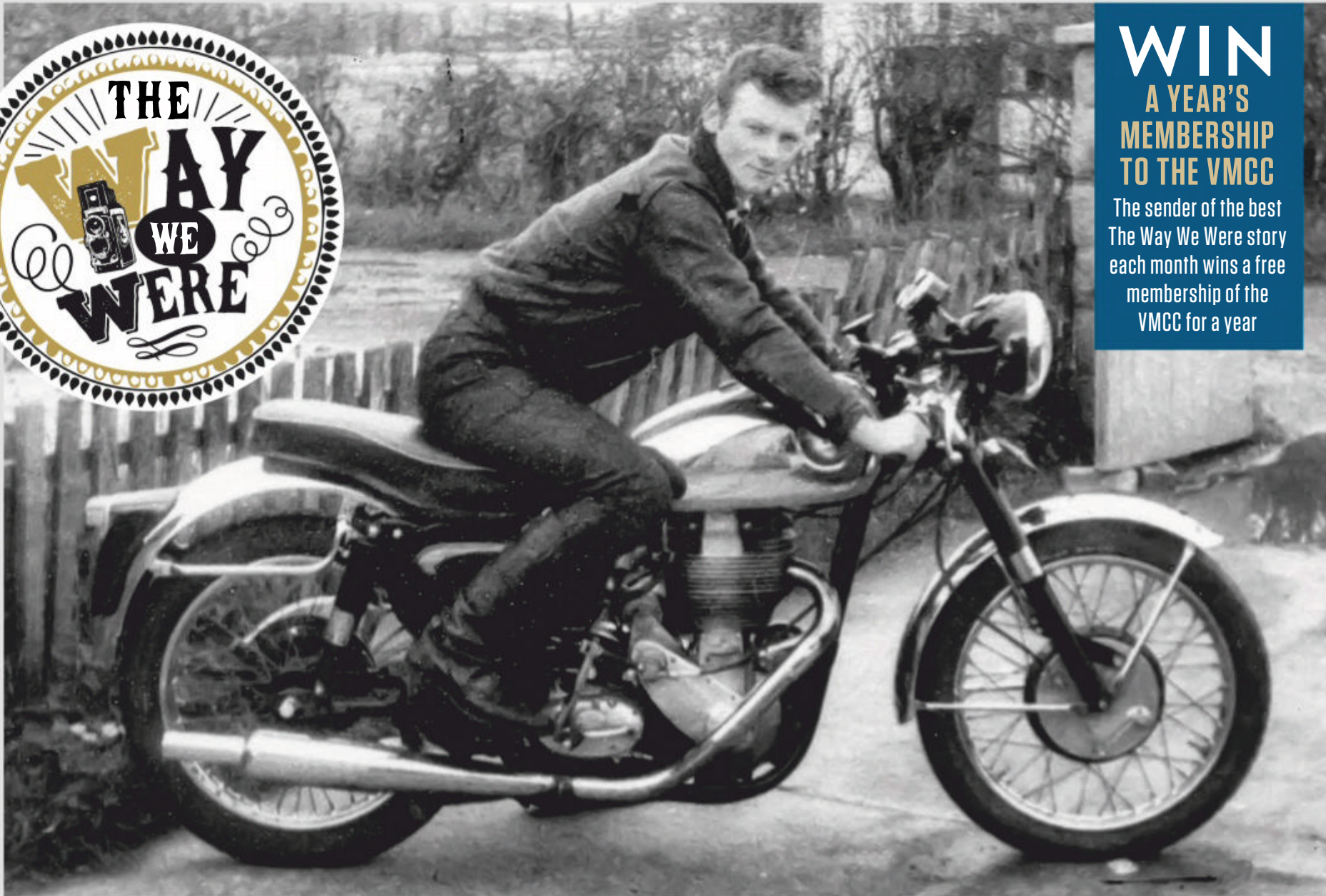
As regards other sources for parts, Classic Honda Restoration USA (classichondarestoration.com) supplied the hard-to-find chainguard (a copy which fits perfectly) as well as carb overhaul kits, rubber grommets, sprocket covers and other items. Dave Silver (davidsilverspares.com) in the UK has a good stock of parts, as does CMSNL (cmsnl.com) in Holland and the USA.

I've now done just over 200 miles on the bike – but I'll definitely be keeping it, it's so nice! Because of my work, I'm normally away from home for nine months of the year – but I plan to use it when I get more time at home.



THE WAY WE WERE

RIDING ON THE MEMORIES OF CLASSIC BIKE READERS



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MEMBERSHIP
TO THE VMCC

The sender of the best
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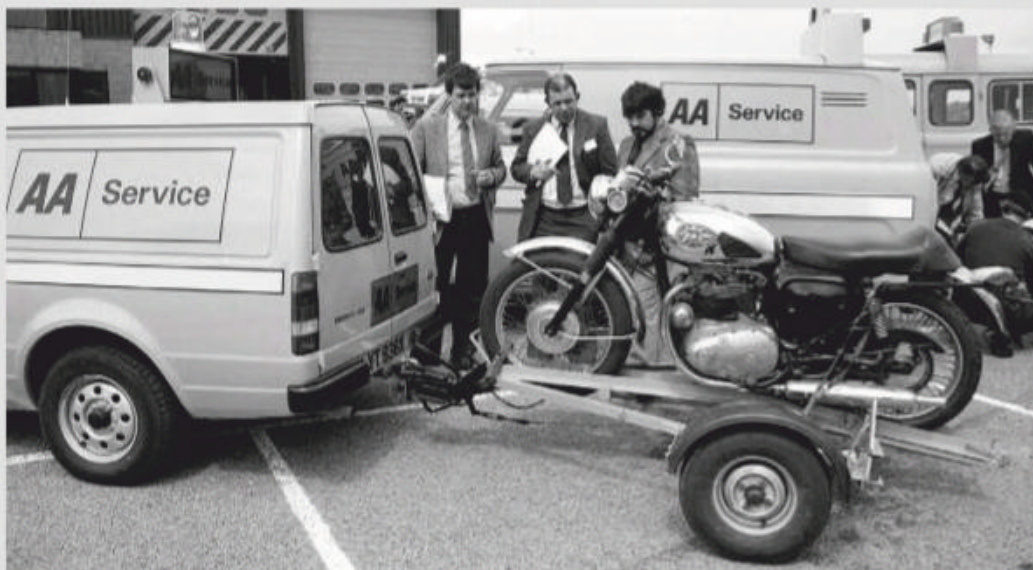
My bunch of Beezas

As well as recovering Adrian Baker's BSA A10 (see Letters pages),
ex-AA inspector John Bowman had a motorcycle-mad life of his own...

PHOTOGRAPHY: JOHN BOWMAN PHOTOGRAPHY

LIKE ADRIAN BAKER, I was also a BSA rider, starting in 1963 when I bought an almost-new Gold Star Clubman. That was followed by an A65 Rocket, before I went on to race a non-formula Bantam. After that, I was back on the road with a 1970 Thunderbolt when I retired from road racing (see photographs on these pages). I also enclose a photo of the Thunderbolt on an AA trailer at our Relay Base in North Wales, as well as myself with my friend Ron Rands' 1959 ex-works Ducati 125GP bike (before being released Ducati replaced the desmodronic head with a regular dohc head); he raced it in the late 1960s – and I used to attend the meetings with him and fettle the bike. I sold my last BSA Gold Star about three years ago, having decided it was just too much of a handful at my time of life and a more youthful rider would enjoy it more.

John Bowman



John Bowman's own BSA – a 1970 Thunderbolt – also enjoyed a ride behind an AA van

in association with



John during his racing days on his BSA Bantam



John in classic rocker pose outside the Dolphin café on his Thunderbolt



Snetterton, 1966 and John's there to fettle his mate's ex-GP Ducati 125

A TRUE ENDURANCE MACHINE

This is a photo of my late grandmother sitting on her partner's motorcycle, taken while they were courting before they were married. I've been told the photo was taken in the late 1930s, probably on one of their many trips from London to Newcastle, where my grandfather came from. How on earth they managed that trip 'two's up' back in those days without motorways amazes me – especially on that pillion seat (or rather that cushion). It's a long enough trip on a modern motorcycle on modern roads! I'd like to know what model this bike is; I've worked out that it's a Phelon & Moore Panther, but I'm not sure of the exact model. Most images I've found that seem to match the style of engine have twin exhausts, whereas this one is quite clearly a single exhaust. I'm after this info because I'd like to add one of these to my collection for nostalgic reasons. May be this very bike is still out there somewhere? Rick's help identifying the model would be greatly appreciated.

Oliver Beacham



Hi Oliver, you're right – it is a Panther, London-registered in June 1935. It is a Model 10 250cc Red Panther, which is the bike that saved Panther's fortunes in the troubled times of the economic depression. Many other smaller motorcycle manufacturers folded, but they managed to pare down the cost of building the Red Panther so it could be retailed through London dealer Pride and Clarke for the knock-down price of £29-17-6d, making it (famously) the cheapest fully-equipped motorcycle you could buy at the time – they even threw in a chrome tank! After that, Panther just about managed to keep afloat until the late '60s. All the best, Rick



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YOUR LETTERS



LEFT TO RIGHT: A10 on cover, Roddy Allan, Adrian with beard

More A10 memories

CB readers recount their encounters with Adrian Baker and his cover-star BSA A10

DEAR *CLASSIC BIKE*, I was amazed to read the article 'Perfecting the BSA' in the November issue of *Classic Bike*. I was at the same university as Adrian, studying engineering – and we were in the same bike club! This brought back many happy memories of those days when we were still trying to keep old British bikes going in the '80s after the demise of the British bike industry. I had a Triumph T100T Daytona at the time and built a Rickman Metisse café racer in my student digs in Coventry at the same time as Adrian built his BSA A10. He looked too young to be riding an old BSA at the time, so someone bought him a false beard to wear whilst riding it! Above is a photo of my bike taken outside Sandy Lane, Radford, Coventry in 1985.

Roddy Allan

I WAS AMAZED and delighted to see your article on Adrian Baker's BSA A10. In among the photographs, there I was on page 71, with Adrian's BSA on an AA motorcycle trailer behind my Austin Maestro AA inspector's car in 1992. We were recovering the BSA, which had expired on the return from The Dragon Rally. I'd like to get in touch with Adrian to ask if he could refresh my memory regarding the incident.

John Bowman



JOHN BOWMAN PHOTOGRAPHY

I've been contacted by quite a few people since you published the story of my A10 in CB, which is lovely. The stick-on 'ZZ Top' beard was bought for me by the guys at the local British bike shop I frequented for parts and info – they thought I was about 16 and honestly didn't believe that I was old enough to ride the BSA on the road! They presented me with the beard when I rode it to the shop after finally completing the BSA. It did make me laugh. I remember sharing a student house with Roddy Allen – it was a rubbish house, but we rented it as it had a fantastic concrete-walled double garage for all of our bikes! Happy times.

Adrian Baker

NOT A HAPPY MAN

I have boxes of *Classic Bike* going back to the original first copy till the present day. There may be one or two missing, but I have been buying your magazine for a long time. I despaired when I read about a BSA A10 which you thought was some sort of perfect bike. I realise that it is a good ploy to generate controversy but this looked like a bodged up piece of rubbish to me. 'I looked in the shed and found a set of Suzuki GT750 forks/brakes' – if they are too long, why

not slide them up through the yokes?

It's obviously difficult to come up with new articles after all these years. I am a fan of oily-rag restorations, but I skip over Rick's Fixes. I will be cancelling my subscription as you appear to have nothing left to say.

Ken Stephen

Mr Stephen, thank you for your email and your comments. I think you missed the point, though. The bike in question was the owner's idea of the perfect BSA –

and certainly not a 'bodged up piece of rubbish.' The line we printed on the cover: 'Perfecting the BSA – 36 years of owner-inspired evolution' makes it clear it's a story about one man's ideas to develop his own machine, much in the same way many other long-term bike owners carry out mods to suit themselves. The story must have struck a chord with other readers – sales of the issue were up year-on-year, as they have been for most of 2019. Regards, Gary Pinchin



PARILLA AT PORTSDOWN

The article on the Parilla Wildcat in November's issue of *CB* reminded me of the time the Parilla works team turned up at the annual Gosport and District Open to Centre Scramble on Portsdown Hill, sometime in the early '60s. Those of us marshalling on the hill spent quite a lot of time – and energy, I should add – picking up the bikes and riders after they had looped the loop when they tried accelerating up the hill during the practice session. I cannot for the life of me remember if they actually raced, but the general consensus among we club 'experts' was that the wheelbase was too short and the power came in much too rapidly. They were absolutely beautiful to look at, though, sounded lovely and were immaculately prepared... they just had a penchant for vertical take off. I wish I had one in my stable now, though.

Bob Dixon, Bicester

'WHEELBASE WAS TOO SHORT, BUT BEAUTIFUL TO LOOK AT'



Parilla Wildcat in November's *CB* awakened scrambling memories

PHIL AYNLEY

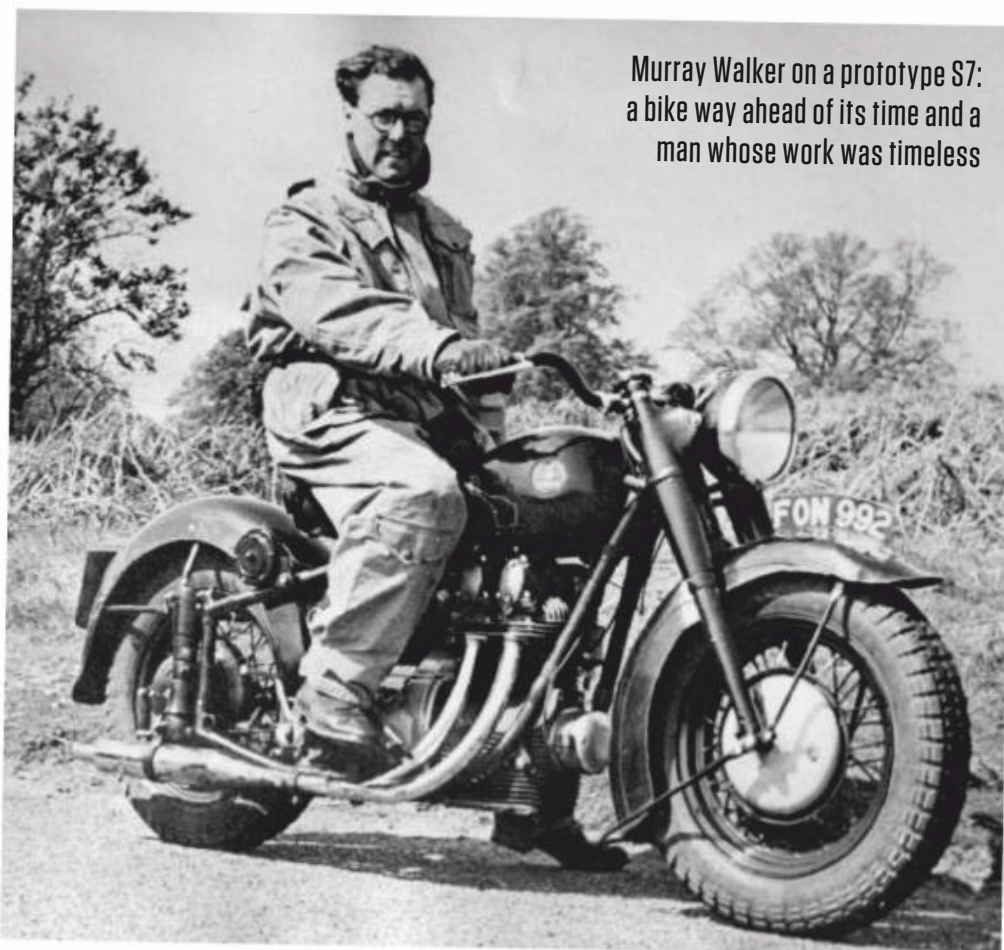
READER REQUEST

We love making *CB* readers' wishes come true – and *CB* photographer Phil Aynsley has answered the plea of Terry Birch (Letters, *CB* October). Terry asked if Phil had any photographs of his all-time favourite motorcycle, the 1963 250cc Moto Morini ridden by Tarquino Provini – and Phil came up trumps.

Phil says: Sometimes, despite all the research you undertake before arriving at a collection, you get a surprise. One such occasion, and an extremely pleasant one, was at the Bruno Nigelli collection near Bologna. The concept behind Mr Nigelli's collection is that all the bikes and motors were manufactured by companies based in the Bologna region between 1919 and the 1970s. Naturally enough, there are quite a few Morinis – but what I hadn't expected was that Taquino Provini's 1963 250 Bialbero (dohc) was amongst them!

This, to my mind, is undoubtedly the pinnacle of classic Italian single-cylinder race design. The history of Provini's '63 campaign against Jim Redman on the Honda 250/4 is one of Grand Prix's greatest stories. The Morini race department was a small concern, with the inherent organisational limitations that entails, so they weren't able to enter two of the ten rounds – with

MURRAY WALKER ARCHIVE

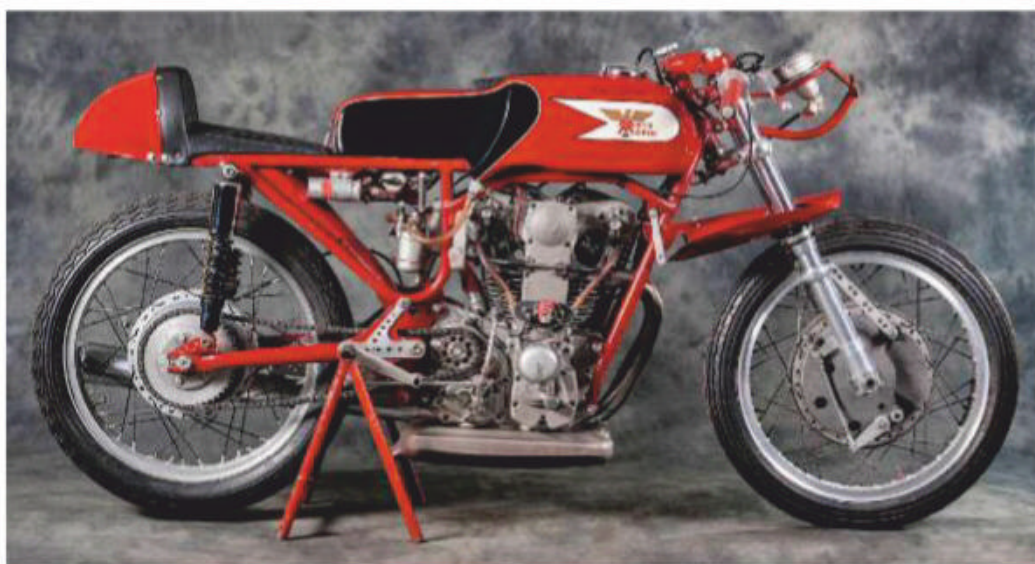


Murray Walker on a prototype S7: a bike way ahead of its time and a man whose work was timeless

A GENUINE SUNBEAM

I very much enjoyed the article on Murray Walker in the November issue, and in particular the picture of him testing the prototype Sunbeam S7. This picture must be one of the rarest in the Sunbeam archives; as far as I know, very few – if any – pictures of the crossflow-engined overhead-cam S7 survive. Technically speaking, it was way ahead of anything produced by the British motorcycle industry until the Japanese came along with the Honda CB750 and cleaned up in the marketplace. With proper investment by BSA, that engine could have revolutionised the development of the parallel twin. I have owned both the S7 and S8 models since 1966, when I bought my first one for £6 (and that included a helmet!) Properly set up and with a few modifications to eliminate oil leaks, they are both reliable and comfortable machines, capable of big mileages... but how I would appreciate the extra horsepower that the original crossflow engine was rumoured to give!

Peter Knight



PHIL AYNLEY

the result that Provini finished second to Redman by two points, both finishing with four wins apiece.

Morini's single made 38hp at 11,000rpm, weighed 107kg (dry) and had a top speed of 225kph. It should be noted that there are a number of 250 Bialberos in existence as a result of the factory disposing of the contents of the race department after they quit racing. This particular bike is documented as being Provini's '63 mount. Cheers, Phil

ABOVE: The 1963 250cc Moto Morini Provini road to second in the world championship – officially verified, with his signature on the tank

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'Iconic image' is a much over-used term, but this one deserves the accolade. We all know the rider isn't really Steve McQueen in this movie still from the famous jump scene in *The Great Escape*, but what's the full story behind how it came about?

THE TRUE STORY BEHIND

××× THE GREAT ESCAPE ×××

JUMP

Two desert racers and ISDT gold medal winners helped make *The Great Escape* an international success. We find out how Bud Ekins and Tim Gibbes made that jump possible



WORDS: PHILLIP TOOTH,
ARCHIVE PHOTOGRAPHY: GIBBES AND
THE MIRISCH COMPANY,
MOVIE STILL: JOAN GIBBES,
GETTY IMAGES & BAUER ARCHIVE

Steve McQueen made a big impression on bike riders all over the world when he jumped his motorcycle over a barbed wire fence as he tried to reach Switzerland and freedom in *The Great Escape*. But, as you probably know, those mountains in the distance are in Austria, not Switzerland. German soldiers didn't ride Triumph twins. There were no American prisoners of war in the real Great Escape. And it wasn't McQueen on the Triumph in the film. That was Bud Ekins.

I first met James 'Bud' Ekins in 1988 when we were riding in Ireland and got to know him over the next 18 years. He passed away in 2007. Standing 6ft 6in tall, Bud was a big bear of a man with faded blue pin-prick tattoos – probably dating from when, aged 14, he spent nearly two years in reform school for joy-riding in a stolen car. He wasn't proud of them. "Where I was, tattoos were part of growing up," he told me. "You got them for the same reason you started smoking – to look tough."

Of course, we talked about his racing career. His first big race was in 1949 when he rode his '39 Triumph in the Big Bear Endurance Run, a 150-mile off-road course that started in the Californian desert before climbing into the San Bernardino Mountains. He didn't win, but it convinced him to buy a better bike. Bud took a job as a mechanic working for Frank Cooper, the AJS and Matchless distributor for California, and was soon winning races on a 500cc Matchless.

In the spring of 1952, Bud took a three-month vacation and travelled to England. Cooper had written an introductory letter to Jock West, the retired racer who was sales director at Associated Motor Cycles, asking



SILVER SCREEN COLLECTION/HULTON ARCHIVE/GETTY IMAGES

McQueen makes it to the German-Swiss border in the World War II drama 'The Great Escape' as he attempts to jump

GREAT ESCAPE: THE JUMP

him to loan a scrambles bike. With West's reply in his pocket, Bud breezed into the competition shop at Woolwich. "They wondered who the hell this Yank was, walking into a restricted area, but it was all smiles when I produced the letter." Works rider Bob Manns loaned him his personal scrambler, fitted with high handlebars to suit the American's style, and took him to the Berkshire Grand National. "Until then I'd never made a jump in my life, but just before the last straight was a big jump," recalled Bud. "Bob told me to take it wide open in second gear and then shift into third for the finish. With him coaching me I did pretty well."

Back in California, Bud was riding harder and faster. "The Brits taught me a lot!" he laughed. From then on he raced every Sunday and won the Big Bear for the first time in 1954 on an AJS scrambler. Later that year he returned to England and picked up a works scrambler from the Woolwich factory. He would stay for six months, nipping over to the Continent to compete in French, Belgian and Swedish scrambles. "I was impressed by how friendly the riders were. They went out of their way to help me."

After winning the Catalina Grand Prix on a 500cc Triumph and opening a Triumph dealership, Bud visited Europe again in 1955. This time he spent six months racing a new Ariel HS in French scrambles before returning in late November. He quickly became the top desert racer in California.

Tim Gibbes, who also ended up helping with stunts in *The Great Escape*, missed meeting Bud by only a few weeks. When he was 17 years old, Tim rode his rigid frame 500cc Matchless G80 from Adelaide to Leigh Creek, 1000km away over gravel roads and dirt tracks. Motorcycle sport was taking a grip on his life, especially 24-hour trials and long-distance time trials – some



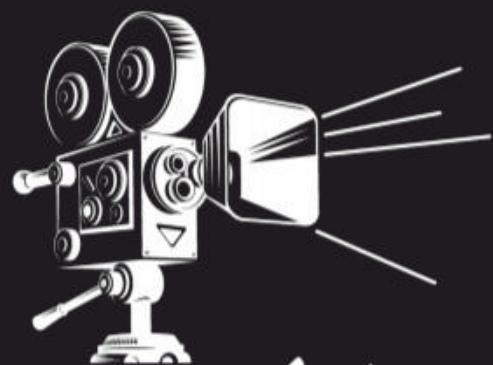
'IN A MOJAVE DESERT SCRAMBLE, TIM FINISHED FIRST... AHEAD OF BUD EKINS'

ABOVE: 1963 Bud Ekins (left, Triumph) and Tim Gibbes (right, AJS) on their ISDT competition machines. Neither of them were mentioned in the film credits

covered 2500 miles over seven days. "Nowadays we call them Enduros," chortles Tim, now 86 years old.

Aged 23 he left Australia and arrived in the UK on December 7, 1955. Two weeks later he was working for AMC as a road tester and development rider. "I was riding 300 miles a day on AJS and Matchless models," says Tim. "The real job was finding mechanical problems." Gordon Jackson, the British trials ace, took Tim under his wing. "He had a practice course on his farm," Tim recalls. "There was a deep bomb crater from WWII; Gordon and his mates would push me and my bike over the side and leave me there till I got out! In the meantime they'd ride in and out quite easily, proving that all I needed was to try, try and try again. This obviously helped me learn throttle control, balance and keeping the feet on the footrests, which was a major learning curve. I decided to try to ride 'feet up' at everything, which in the rough and tumble world of scrambles and motocross was a great asset in preventing foot and leg injuries."

Tim was entering trials and scrambles competitions almost every weekend. In early May 1956 he won a first



Camera, Action

Tim Gibbes' wife Joan was ready with an 8mm home-movie camera when he did his first stunt. Here are some screen grabs from the footage...



McQueen removes the petrol tank from the *Great Escape* Triumph as Gibbes instructs



Dark-haired Ekins helps Gibbes load his Matchless scrambler, painted German grey, onto a trailer

class award in the Scottish Six Days Trial, and at the end of the month he won the 350 class of the Welsh Three Days Trial on another AJS. "There were only three 'clean sheets'," says Tim with his face breaking out into a smile. "Bob Manns, Army rider MG Edwards, and me!" That performance impressed AJS Competitions Manager Hugh Viney, who put him on a 500cc AJS factory bike as a team member for the International Six Days Trial – the Olympics of motorcycle sport. The 33rd ISDT was held at the famous alpine ski resort of Garmisch-Partenkirchen, close to the Germany-Austrian border, and Tim rewarded Viney's faith by winning his first gold medal. Right after the ISDT he went to Perchtoldsdorf near Vienna and rode in his first international motocross competition, finishing fifth overall after three races. Not bad for a beginner!

He clocked up nearly 30,000 miles in a secondhand Austin 40 pick-up, driving between race meetings all over

AJS-mounted Tim Gibbes in the 1962 International Six Days Trial at Garmisch-Partenkirchen



Europe, with his 500cc Matchless scrambler in the back. Fast, hilly circuits with plenty of long, high jumps helped polished his riding skills.

When the UK decided not to enter teams for the 1957 ISDT in Czechoslovakia, Tim joined fellow Australians to make a team on Jawa 250 twins. He struggled with electrical problems and metal fatigue, but won a bronze medal. AMC wasn't impressed. "They weren't happy that I rode a Jawa in the event they had boycotted, so they fired me!" He moved to Ariel and took Sammy Miller's place in the British Trophy Team for the 1958 ISDT, held once again in Garmisch-Partenkirchen, when the trials ace pulled out with a dicky tummy an hour before the start. Ariel won the Manufacturer's Team Prize with Tim and he got his second gold medal. "That's where I first met Bud," says Tim. "As Bud wasn't part of any team, no doubt he made his own arrangements to get there."

AMC must have missed him, because Tim was back on AJS works scramblers for 1959. "No contract, no spare parts, just a verbal arrangement with Hugh Viney. His morning greeting to me was: 'Where did you ride over the weekend?' He'd already have looked in the papers to see whether I had featured. If I hadn't placed in the top three, his comment was always: 'I want results, not excuses'."

Not wanting to face another English winter of mud, snow and rain, in early November he sailed for America. AMC had just taken over the Indian dealer network, so he pitched up at Burbank, California where the West Coast branch of Matchless Indian was located. "They let me sleep in the office until I got lodgings at a ranch." On December 3, he tied for first place overall and won the 500cc class of the Jackass Enduro, which started and finished at Furnace Creek in Death Valley.

Two weeks later he was riding a Matchless Apache – basically a 650cc G12CS with Indian badges – in the Jack Rabbits Scramble in the Mojave Desert. Tim finished first in the Open Expert, and first overall... ahead of Bud Ekins on his 650 Triumph. "I probably won by being very fast down a rocky canyon valley," says Tim. "Bud was faster on the sand flats." They soon became good friends. "I had no experience of desert racing, but Bud was so approachable. He taught me by letting me track him – we rode so close I was almost slipstreaming him across the desert." After racing each other for two or three hours on one of those practice rides, Bud stopped and turned to Tim. "He said: 'Y'know, Gibbes – riding these sand washes is better than f***ing!'"

By March 1960 Tim was back in Europe to compete in the World Motocross and Enduro season, riding for AMC – Matchless in scrambles and AJS in trials and enduros. "Same tin, different sticker," he laughs. He won his third gold in the ISDT, on a Matchless in Austria. ▶



McQueen hides while Gibbes heads for the wire... and slides the bike to the ground



McQueen pulls Gibbes into the ditch... and pinches his clothes and bike



And... action! Pro film crew shoot McCartney at the barn

GREAT ESCAPE: THE JUMP

Tim wintered in America again and for much of this time lived with Bud and his wife Betty. “Bud was leading the Big Bear Run, with me using his brain and desert experience to find the way, riding a few feet behind and over a bit to avoid his dust. Eventually Bud’s gearbox blew apart, so I inherited the lead. But I hit hard on a big rock and cracked the crankcase while descending the last part of Rattlesnake Canyon, about five miles from the finish flag. The oil leaked out and the engine seized.”

After a summer riding in the world motocross series, Tim returned Bud’s hospitality by picking him up from the airport and taking him to the 1961 ISDT in Wales. Tim won another gold medal as part of the British International Team, this time on a 350 AJS. Bud exceeded expectations by picking up a silver medal on his factory-prepared 650 Triumph after struggling with gearbox trouble on the last day.

Bud met Steve McQueen when he walked into his San Fernando Valley workshop in 1957 and asked for advice on desert racing. “He was just a regular guy,” said Bud. “We used to go riding in the hills and soon became good friends.” That friendship led to the jump which launched McQueen into motorcycle history. He had convinced film director John Sturges to put a motorcycle chase in *The Great Escape* and asked Bud to be his stunt double. “He told me to put on a suit and wear a tie for a meeting in Sturges’s office,” Bud told me. “There I was, all dressed up – and they were wearing blue jeans and T-shirts...”

Bud met Tim again at the 1962 ISDT, this time back in Garmisch-Partenkirchen. Only four riders won gold medals in the 750cc class: Tim riding a 596cc AJS single, and Bud, Ken Heanes and Eric Chilton on 650 Triumphs. “Bud asked me if I’d go to a film set with him after the ISDT and help with some stunts,” says Tim, who had no idea that *The Great Escape* was being made by the top people in the industry. “I’d met a few film stars around southern California and they didn’t impress me at all. I agreed to do the stunts because Bud was my friend.”

The ISDT finished on September 23. Five days later they were in Füssen, an hour’s drive from Garmisch and the area where the motorcycle chase scenes would be shot. Tim’s 500cc Matchless scrambler was fitted with a headlamp and painted German Army grey so he could use it in some of the scenes. “There were some authentic DKW military motorcycles, but they could hardly pull the skin off a rice pudding – and that didn’t fit in with the Hollywood story!” laughs Tim.

“I was paid \$100 a day plus \$400 a stunt,” he continues. At a time when a new Triumph TR6 cost \$1000, that was good money – and very welcome. “AMC didn’t pay me anything for riding in the ISDT. All I got was bonus money from KLG spark plugs, Girling shocks



ABOVE: Other stunts in the film included this crash scene. Ekins was chief stuntman, Gibbes was his underling

and Dunlop tyres.” Bud’s rate for a stunt was \$1000, while McQueen got \$300 a day for expenses, plus a Porsche to drive around. “And when he crashed that one, they gave him another...”

His first stunt was when McQueen’s character tied a wire across the road to bring down the ‘German’ rider on the Triumph. “I’d slid off motorcycles plenty of times before, but Bud insisted that I wear elbow and knee guards under my uniform, just in case. The camera was on the road, with the cameraman to one side. When I slid the bike, it went a bit too far and hit him – there were shouts that he’d broken his leg. I slinked off into the crowd, but assistant director Jack Reddish shouted: ‘Gibbes! Gibbes! Come back here!’ I thought I was in trouble, but the cameraman was OK and I realised that ‘broken leg’ is Hollywood-speak for ‘a bit of a bruise!’”

Reddish told Tim to do it again, but this time they’d lift the camera – and cameraman – up out of the way. “He said it’d look great if the motorcycle slid underneath, straight at the cinema audience. So I lost my head twice on the same piece of wire when I did the stunt again!”

In another stunt, he was driving a BMW outfit as he chased McQueen on the Triumph. “One of the extras, an overweight German lad, must have been desperate to be in the film because he leapt in the sidecar. But he leapt in with the wrong person,” laughs Tim, “because the first thing I did was put the sidecar wheel up and rode over a footbridge that was only wide enough for a solo. As soon as I stopped, he was out, shouting abuse at me as he ran

Continued...



Gibbes (on the Matchless) and Ekins wait for the next chase scene to begin



Bomb crater with the ramp dug by Gibbes, Ekins and a certain highly-paid ditch-digger



The film crew await the critical moment at the fence, waiting to shoot the jump



LEFT: Ekins crashes a combination, complete with grimacing passenger, into a fence, while Gibbes pursues him on another outfit

away!" That didn't make the final cut, but in another scene McQueen is chased through a village by Bud on a Triumph outfit, with Tim following behind on the BMW rig. McQueen makes it across the bridge, but Bud crashes into the fence. "American stuntman Huck Hayward hurt himself falling onto rocks instead of the padding."

It was nearly time for the jump.


"The film crew and Jack Reddish, who appeared to be the main mover and shaker, took us to the site and told us what they wanted," says Tim, referring to notes he made in his diary. "Bud was no longer riding motocross, just desert races where the technique is completely different. I was riding motocross professionally and doing jumps every race day – many bigger than the fence – so I had a fairly good idea how to do it. We needed a run-up and a ramp. There was a bomb crater close to the fence, so Steve, Bud and I dug a ditch with me more or less directing what was needed to clear the first six-foot fence – they would put the jump section in after the practice runs. The second fence was 12ft high. While we were digging, Steve joked: 'I'll be the world's highest-paid ditch digger!'"

Tim did four or five jumps on his Matchless scrambler until he was happy. "But that all changed when I got on the Triumph. The length of the jump was about 80ft, quite a big jump for a bike that felt 60kg heavier, with a flexing frame, road-type shocks and forks with little travel. The first time I did it I landed quite heavily and out of shape. We needed to fiddle with the ramp angle and work out how to get the monster TR6 high enough."

He was soon ready for another shot. "I had to do something that both my and Bud's instincts told us not to do. Approach the fence, line up perfectly through the ditch, check the speedo was at exactly 50mph – and then, instead of leaving the throttle open as I took off, I found that closing the throttle just before take-off launched the bike high in the air. The blood ran to my face as the bike was coming down front wheel first, so then a slight tap on the rear brake, massive jerk up on the handlebars, pull in the clutch and give the throttle a blip, release the clutch so that on landing it was accelerating, wish like hell you hadn't tried the manoeuvre, and hope it landed with you still on the bike." That sounds easy enough...

Could McQueen have made the jump? "He was a better-than-average rider, but he certainly wasn't up to the standard of doing the jump," says Tim. "And anyway, the film people would never have allowed it. His body was worth too much. They used me as a throwaway extra to sort out how to do it."

That evening, after another couple of jumps, Tim passed the Triumph to Bud for him to have a try. "Explaining how to do it felt like a pupil teaching the master," recalls Tim. "He didn't enjoy doing it, but he knew it was his job as chief stuntman."

Bud wasn't keen to give it another go until the last section of the fence was in place and the cameras were rolling. "He said it was going to be a one-take shot or he'd give the bike to me. It did look fairly death-defying but I was confident it would work." That's a wrap! 



Thinking about the second fence... but it ain't gonna to happen



Ekins tangles with the wire but isn't happy with the first take. He does it again and again until he's happy.



Sidecar chase, with Ekins two-up on the Triumph combination with dual seat

BACK TO THE WIRE

Steve McQueen on the bike used for the famous jump in *The Great Escape*

SCREENPROD/PHOTONONSTOP/ALAMY STOCK PHOTO





Pristine and way too clean, the very same Triumph Trophy TR6S/S, following its 2017 restoration



××× THE SEARCH FOR THE ××× GREAT ESCAPE TRIUMPH

It took seven years for Dick Shepherd to track down *The Great Escape* Triumph. Now he's taken it back to the wire

WORDS: PHILLIP TOOTH PHOTOGRAPHY: PHILLIP TOOTH & ALAMY



When Dick Shepherd read an article I'd written about 10-time ISDT Gold Medal winner Ken Heanes, it wasn't the techniques he used to fix a rear wheel puncture in four minutes flat that caught his attention. It was the Triumph that Ken was riding. One of three with a modified T100 crankshaft that increased the stroke to give a capacity of 504cc (which allowed it to run in the 750cc class), it was built at Meriden in 1966 for that year's ISDT. He won a gold medal in Sweden, and used the same bike two years later to win gold again. Ken told me that his 504 was shorter, lighter and more compact than his 650cc Trophy, and he could easily beat the 750cc BMWs on it.

Then Dick spotted the small ad. Ken was selling his ISDT Triumph – and he wanted offers over £9000 for it. To put that into perspective, a Vincent Rapide in the same magazine was on sale for £8750 and you could pick up 1966 Tiger 100 for less than £2000. Dick was straight on the phone, and later that afternoon the cash was sitting in Ken's bank account. "My wife Debbie told me that I was working too much and I needed a hobby, so I decided to collect Triumphs," laughs Dick. The search for *The Great Escape* bike was about to begin.

That first meeting was in 1992, and over the next few years they became great friends. Ken Heanes must have been a very good rider, because he was only 16 when he competed in his first ISDT in 1950 – in Wales, riding a

BACK TO THE WIRE

ABOVE: Ken Heanes, the man who built *The Great Escape* jump bike, on an ISDT 504 Triumph



BELOW: Parts first fitted to the bike by Ken Heanes include the Burgess silencers and exhaust pipes

JOHN OVERTON

350cc Royal Enfield loaned by factory competition chief Jack Stocker. He had a clean score card for the first two days, but was nearly killed on the third day when he crashed into a wall. Four years later, Ken got a Triumph contract to ride in the Southern Centre Championship (the training ground for the top scrambles stars) and visited the factory every week, getting to know all the competition staff. His next ISDT was at Garmisch-Partenkirchen in 1956, when he won gold on a works Tiger Cub sleeved down to 174cc. A year later he opened his Triumph motorcycle shop in Fleet, Hampshire.

His next ISDT bike – and all subsequent ones – was a Triumph twin. Instead of having the factory prepare his machines, Ken liked to do everything himself. An obsession with perfection would make him one of the world's finest ISDT riders, with a tally of 10 gold and six silver medals from 16 internationals. And if that wasn't enough for legend status, he also managed Britain's ISDT Trophy Team for six years. Ken knew everybody involved in Triumph's off-road success story. If anybody knew where to find *The Great Escape* Triumph, it was Ken Heanes. Especially as he was the man who built it.

Ken Heanes met Bud Ekins at the Triumph factory during one of his regular visits to the UK, and forged a friendship thanks to the ISDT. The man who owned America's biggest Triumph dealership was about to team up with Hampshire's smallest. In the late 1950s there was a shortage of new bikes for the home market – and few could afford them anyway. Over in California, you couldn't give secondhand Triumphs away, so Bud began





shipping them to England for Ken to sell. He was a regular guest at Ken's home, and the Brit would prepare Bud's bikes for the ISDT.

When Bud needed a bike for *The Great Escape* jump there was no way that he'd use a BMW – the boxers were too heavy, too slow, and with Earles forks and plunger rear suspension they wouldn't have flown over the wire anyway. This Triumph rider wanted a bike he knew would do the job. And he knew who to turn to.

The London premier of *The Great Escape* was on June 20, 1963. Over 30 years later, Ken's recollection of the bike he built was masked by the mists of time. He and Dick convinced themselves that the bike they were searching for was one of the ISDT Triumphs, so they started tracking them down one by one. Both Ken and Eric Chilton rode 650 Triumphs as part of GB's International Trophy team in the 1961 ISDT, held in Wales. Was it one of these bikes?

It certainly wasn't Ken's Triumph, because he was riding the same bike in the 1962 ISDT when he won gold. Bud and Eric also won gold on the big Triumphs, along with Tim Gibbes and his 600cc AJS – they were the only riders to finish with clean sheets in the 750cc class. When Ken gave Dick the 8mm home-movies that his father had shot of every ISDT and scramble he had entered, there was another twist to the story – in the 1963 ISDT, there was Eric Chilton riding his 650cc Triumph. "I thought that's it!" says Dick. "I could see the single-sided front brake – and instead of the 4.5-gallon fuel tank that the British team used, he had a three-gallon one. And it was painted green, just like *The Great Escape* bike!" Was his search over? In his dreams.

"Oh yes, I remember," said Ken. "Eric damaged his tank during a test before the ISDT, so I loaned him the one off *The Great Escape* bike." But the mists of time were clearing. "It's all coming back to me now," Ken told Dick. "I built *The Great Escape* bike from a Trophy that was an insurance write-off."

The TR6S/S that Ken sold was dispatched from the factory on May 29, 1962. Only available for the 1962 model year and soon replaced by the unit-construction twin, it was basically a single-carburettor Bonneville with a two-into-one exhaust system and heavy-duty competition-type forks. Coincidentally, Bud Ekins was



LEFT: The bike's current owner Dick Shepherd on the restored machine at the location of *The Great Escape* jump in Austria

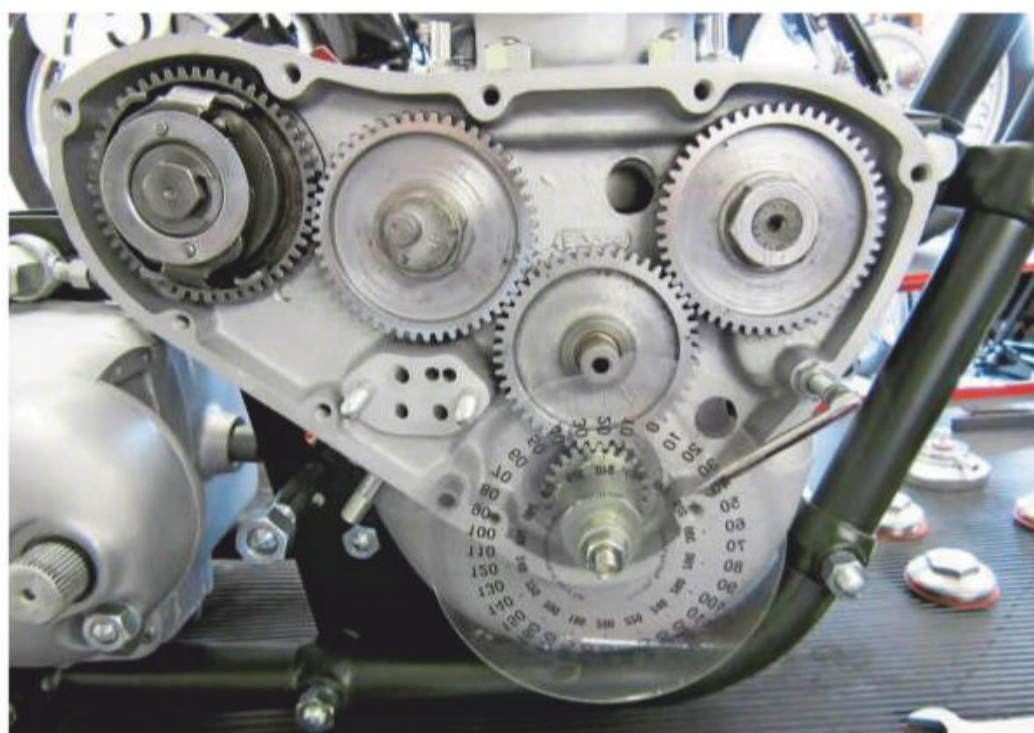
featured in the 1962 catalogue where the 'famous American cross-country star who has scored most of his innumerable successes on Triumph Trophy models' described it as 'a fast and rugged machine'.

So it wasn't an ISDT bike, but Ken incorporated many of the special parts and modifications he used when preparing his own motorcycles for competition, while still giving the Triumph a hint of wartime style. The damaged TR6S/S forks were junked, along with the front wheel with its full-width brake. Ken decided to fit the forks from a TR6, along with the single-sided 'piecrust' brake. Used only on the big Trophy for the 1957 season, this had an alloy anchor plate and built-in wire-mesh air scoop.

Heavyweight sidecar springs were fitted to the forks and shocks. Knurled stanchions would help prevent twisting of the fork legs in the bottom yoke and hammering of the headrace bearings when a bike landed after a hard jump. Bud would definitely need those. Ball-end handlebar levers were not used on army bikes – even competition bikes had only started wearing them



'IT WAS BASICALLY A SINGLE-CARB BONNIE WITH A TWO-INTO-ONE EXHAUST'



FAR LEFT TOP: Fully restored, right down to the air filter. Some might say it's going a bit too far...

FAR LEFT BOTTOM: As fitted by Ken Heanes – a second 59T overlay sprocket secured to the original 43T rear wheel sprocket with five bolts

LEFT: Timing the pre-unit twin



ABOVE: Tim Gibbs, stuntman on *The Great Escape*, came over from New Zealand to see the restored bike

in the mid-1950s – but Ken didn't want Bud to be stabbed by a stiletto, so they stayed.

There was a Vokes air filter bolted to the back of the oil tank. The valanced mudguard could almost pass as one from BMW's post-war R51/2, but that came from the 'bathtub' Tiger T110. Both Burgess silencers had their tail pipes sawn off before being gas-welded to their exhaust pipe. A Dunlop rubber saddle, along with a rear carrier that Ken told Dick came from an Ariel, added to the illusion of a wartime motorcycle.

The Lucas K2FC competition magneto would have had a manual advance lever, but in Ken's stock of ISDT goodies was a special steel pinion that he fitted to an automatic advance/retard unit in place of the usual fibre one. He chose an E3325 camshaft for the exhaust (standard for inlet and exhaust on the post-1955 TR6) partnered with the E3134 Bonneville camshaft for the inlet. A second 59-tooth overlay sprocket supplied by Bud was secured to the original 43-tooth rear wheel sprocket with five bolts. That gearing would limit the top speed to about 60mph, but Bud would have massive grunt for the acceleration needed to make the jump.

Ever wondered why *The Great Escape* Triumph is painted green, not grey? "Ken told me that when Bud asked him to build the Triumph for the film, he thought it was meant to be a British bike," says Dick. "So instead of using German Army grey, he got a tin of military green from the British Army base at nearby Aldershot."

There were only two other Triumphs used in the film, both with full-width front brakes and one hitched to a Steib TR500 sidecar. The outfit Bud Ekins crashed into a fence had a dual seat; the second one had a Dunlop rubber saddle, rear carrier and bathtub front mudguard. Both were brush-painted German army grey. They are believed to have been taken back to Hollywood.

But what about the bike that made the jump? "I sold it to a Hampshire dairy farmer who used it to bring in his cows," said Ken. But finding the right farmer would be like finding a needle in a haystack...

Finally, one day in 2000, Dick got the call he'd been waiting for. "Ken told me the good news. He'd found out who the farmer was, but the bad news was he'd died several years ago. And then he told me more good news – the dairy farmer had given *The Great Escape* Triumph to his cowman, and the farmer's wife had his phone number." The cowman had moved to Norfolk and was living on a residential caravan park. "And there it was, tucked away under a pile of old blankets in a garden shed," says Dick. "Engine and frame numbers confirm it was the insurance write-off sold by Ken in 1962."

When Ken told Bud they had found *The Great Escape* Triumph, he sent him a package with a covering letter. 'Great to hear you've found my old bike,' wrote Bud. 'I thought Dick would like the original bill of sale. I always thought you overcharged me!' Dated November 9, 1962 and on Ken Heanes Ltd headed paper, the invoice included frame and engine numbers and stated: 'Model TR6S/S built to ISDT spec to look like British Army bike'. The cost was £120, with delivery to Germany by train adding another £15. Also in the package was a negative of an unpublished photograph with Steve McQueen sitting on the bike.


Work commitments meant Dick didn't start the restoration until 2017. North One Television were going to make a film with Guy Martin, and wanted Dick to take *The Great Escape* Triumph back to the farmer's field where Tim Gibbs planned the jump for Bud Ekins to leap into movie history. When he sets his mind to it, Dick certainly cracks on. "Water dripping through the shed roof had rusted a hole in the bathtub mudguard, so that needed repairing," says Dick. "I couldn't save the

'THERE IT WAS, TUCKED AWAY UNDER A PILE OF OLD BLANKETS IN A GARDEN SHED'

front rim, which was also badly rusted, so I replaced that with a new old-stock one."

The Burgess silencers and exhaust pipes, despite dings and dents, were good enough to use. "I had to replace the front tyre," he confesses. "The Dunlop Sports knobbly on the rear is the original, although there's a new tube with fresh air inside!" He made a new saddle cover from an RAF backpack date-marked 1946, so it looked just like the one in the film. His only regret is that Ken and Bud passed away before he finished the restoration. "But Tim Gibbs came over from New Zealand to see it," he adds with a smile that shows how pleased he is to have met him and heard his story.

It wasn't only *The Great Escape* Triumph that has been restored since 1962. When we travelled to the film location, the bomb hole had been filled and the bumps flattened. At least the mountains in the background were unmistakable, and about 5km away was the barn that McQueen hid behind when he took off the German uniform to reveal his chinos and blue sweatshirt.

So was it worth all that time and effort? "Hell, yes! To ride the same bike that legends like Tim Gibbs, Bud Ekins and Steve McQueen rode – and to do it here – well, it doesn't get any better than that!" 

The Great Escape Triumph is part of the Dick Shepherd Collection on display at the Triumph factory museum

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Guy Martin on the genuine
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GREAT ESCAPISM

The TV presenter and former TT racer attempts to recreate the iconic film stunt – but on a very different Triumph

WORDS & PHOTOGRAPHY: PHILLIP TOOTH




He looks at the bike which Bud Ekins flew over the fence on and smiles as he takes it all in. “It’s spot on, man. Spot on. In fact, for me it’s too perfect. Dick has done such a good job of it. My father has restored AJS and Matchless singles and they’re too nice as well – too nice to ride. I like to see a few dints and some paint missing,” says lorry mechanic, motorcycle racer and TV presenter Guy Martin. And then he looks at the exhaust pipes before adding: “OK, there are a few dints in it!”

He helped long-time Triumph staffers Nick Wilson and Dean Arnott prepare the Triumph Scrambler 1200 for North One Television’s latest programme, *Guy Martin’s Great Escape*. “The Scrambler has twice as much power as the motocross racer I’ve been practising the jump on, but the power is much more useable,” he says. “There’s so much low-down torque, it’s really user-friendly. Almost like riding an old plodder!”

One of the reasons he wanted to jump the 12ft fence was because he wanted to understand the physics behind making it a success. “I wanted to know how to work out the angle and speed to get the height and distance we needed. We started with the ramp at a 26° angle, but I was coming down almost vertically and – bang! I was landing like a sack of shite.” Reducing the angle meant

he flew further and carried the momentum forward, making landing much more bearable. He’d soon had enough of practising – after too many hard landings, his ankle was playing up. The stunt co-ordinators had finished the centre section of the fence. “It’s time for shit or bust,” said Guy. “I’m only doing this once.”

See if Guy succeeded in Guy Martin’s Great Escape, which will be shown on Channel 4 on December 8 



The modern-day Triumph Scrambler Guy used for the recreation attempt



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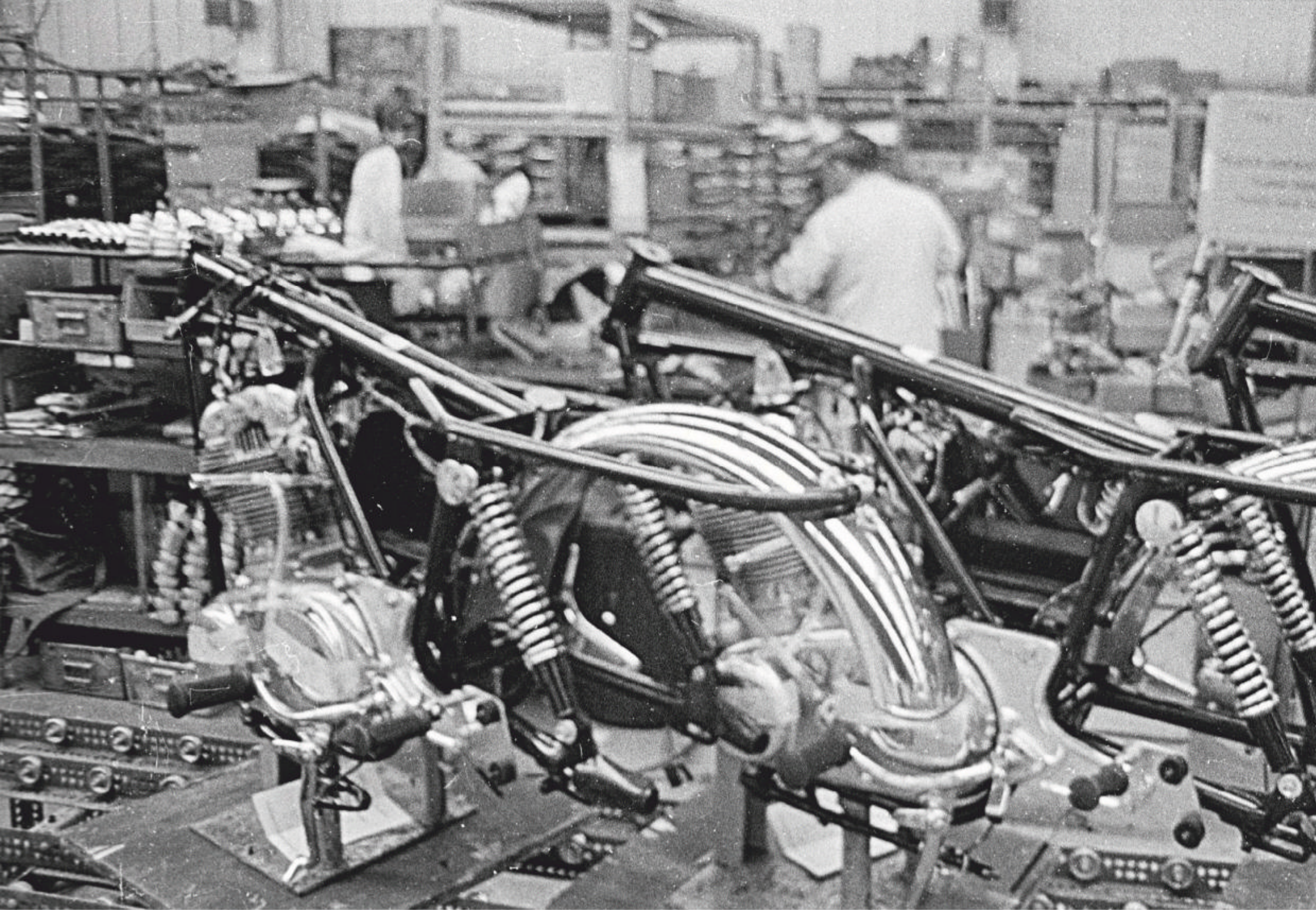
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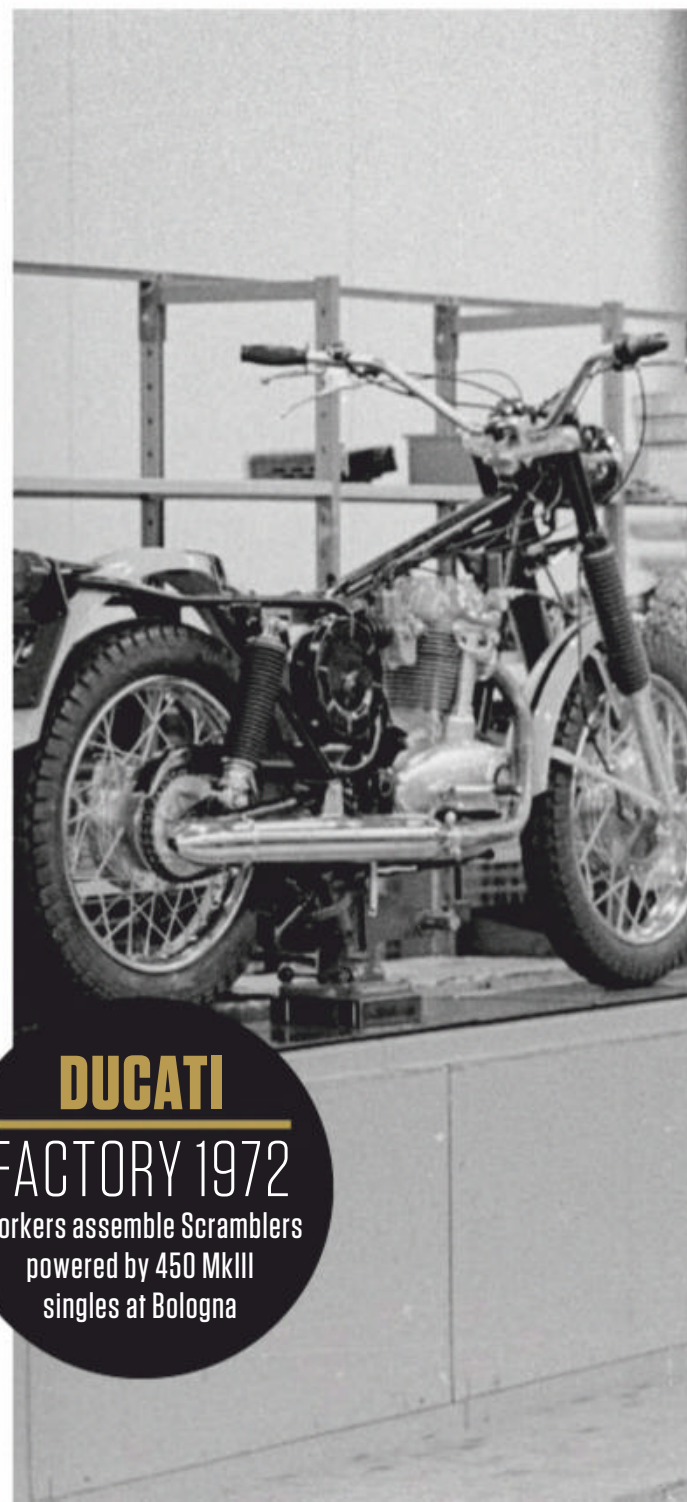




FACTORY INSIDER

In 1972, a US photojournalist negotiated exclusive access to the Norton and Ducati factories. His fascinating photos and story have never been published – until now...

WORDS & PHOTOGRAPHY: ALLAN TANNENBAUM



DUCATI
FACTORY 1972
Workers assemble Scramblers
powered by 450 MkIII
singles at Bologna



NORTON

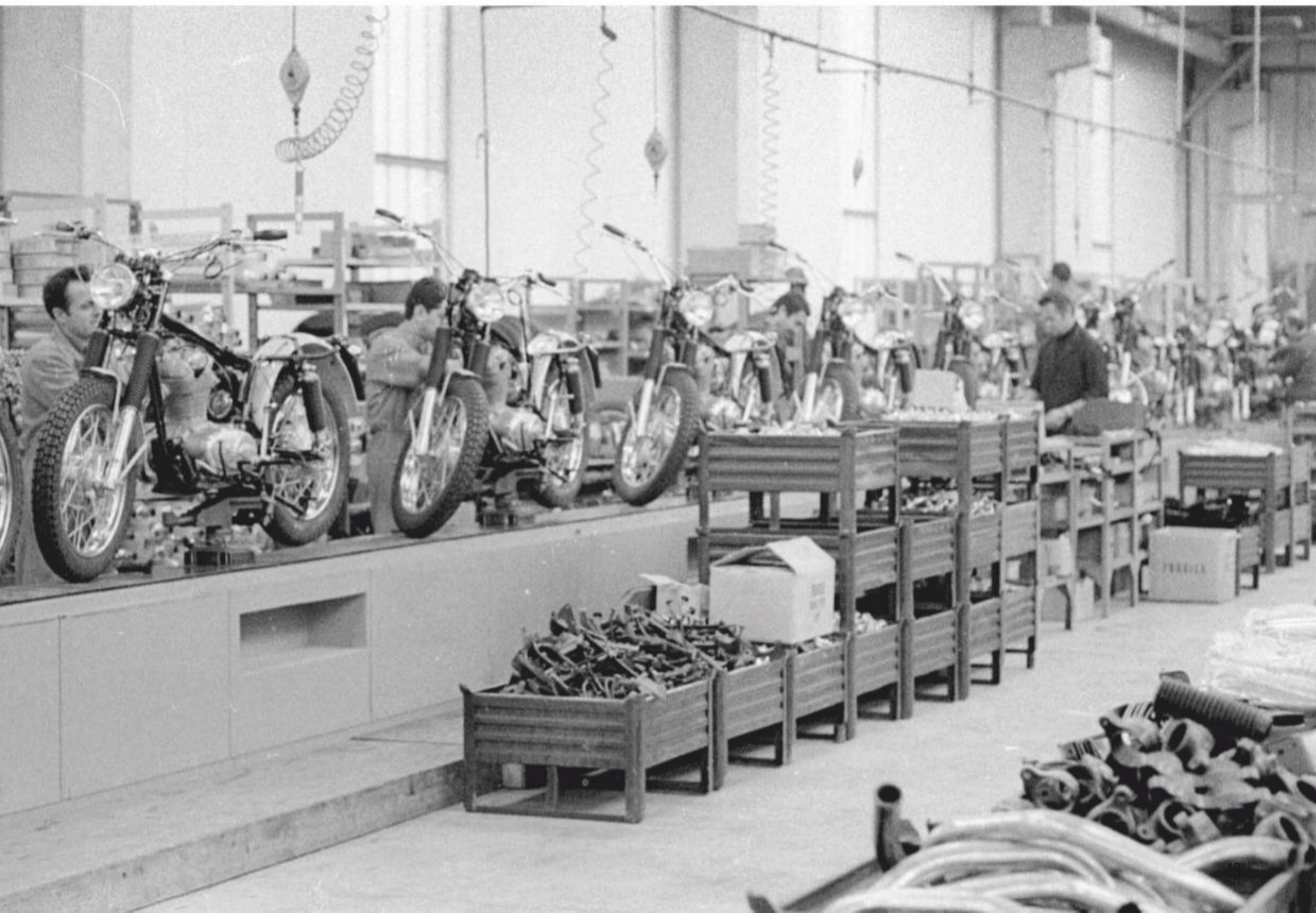
FACTORY 1972

Norton Commando frames and engines are introduced to each other at Andover.

History is fascinating – and it's never more exciting than when you discover something that's never been seen before. That's how we felt about seeing Allan Tannenbaum's photographs. Taken in 1972, when he visited both the Norton Villiers factory in Andover and Ducati's newly-built Bologna facility, they're an intriguing insight into the culture at the two companies at the time. As is Allan's story (originally written for US magazine *Motorcyclist*, but never published) which we reprint unedited. We hope you find it as mesmerising as we did... 🍷



Photojournalist Allan Tannenbaum tries out the new 750 Sport for size during his visit to the Ducati factory





The factory at North Way, Andover was solely a bike assembly plant



INSIDE ANDOVER

BEAUTIFUL HANDLING. Breath-taking acceleration. Vibration-free. Outstanding good looks. Those are some of the reasons that I, and many others, bought a Norton Commando. And after three seasons of riding my Roadster, for better or worse, I was curious about the place they come from.

I had spoken with many other Norton owners, been a real Norton fan at the races, and read Dennis Howard's *History of Norton*, an excellent book. So, while in London this autumn I took the opportunity to visit the Norton works in Andover. The factory used to be in London, but a cash incentive as part of the government's 'New Towns' programme promoted the move to this former market town in Hampshire.

After a dull 1¼-hour train ride from London – I had left my Norton chained to my house in Brooklyn – I was at the low, modern Norton Villiers assembly plant. And assembly plant is just what this is. Parts from all over arrive here: engines which are assembled at the Norton-AJS factory in Wolverhampton, electrics from Lucas, frames from Italy, etc.

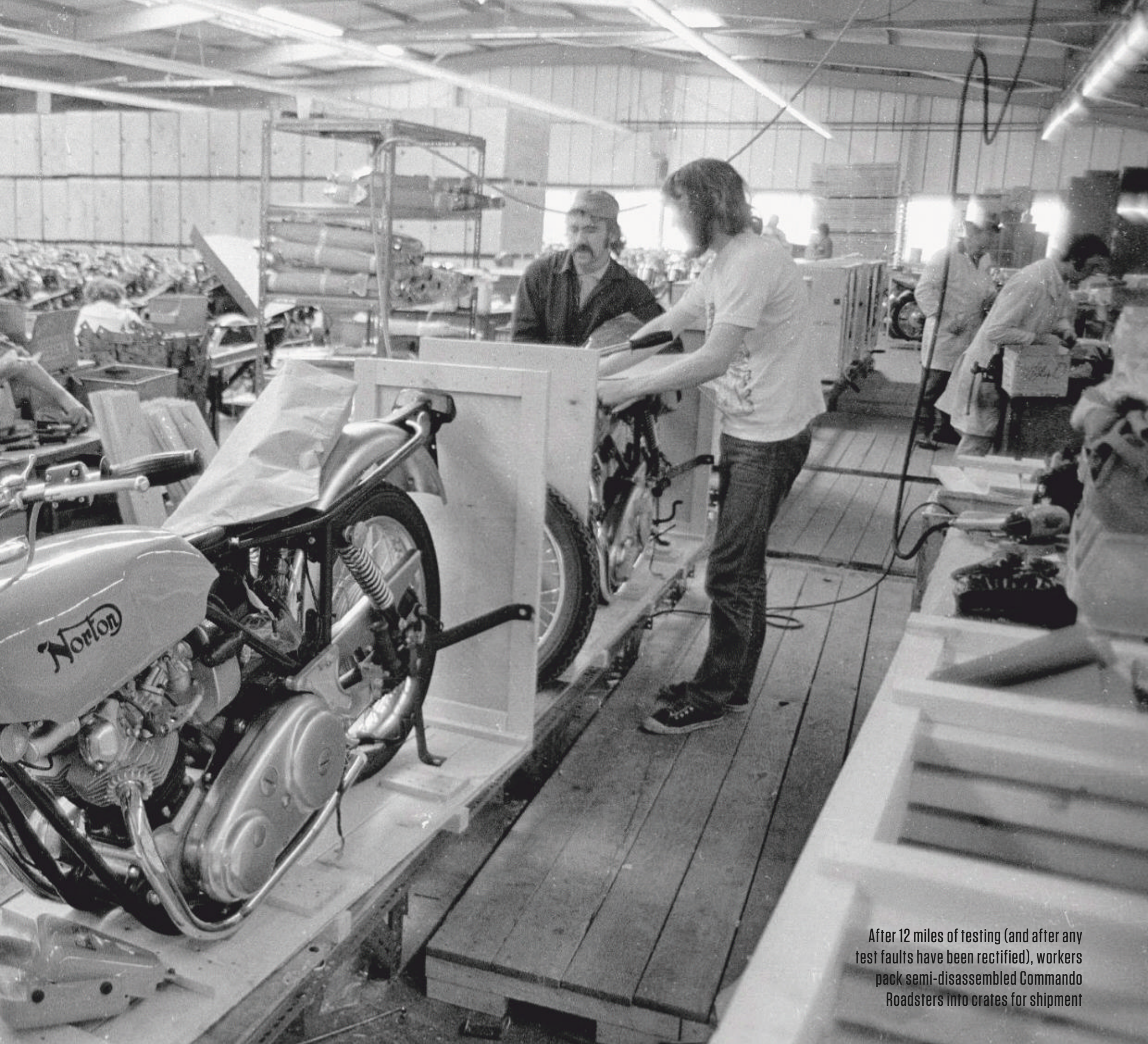
Norton uses over 400 suppliers, 10% of whom are on strike at any given time. This means there are often times when up to 40 essential bits just aren't there, making it very difficult to manufacture a motorcycle under such conditions, much less keep a supply of spares at dealers – but that's the situation in Europe, and in England in particular.

In a way, I picked the wrong time to visit Norton. It was the end of the season, many workers were on holiday, and those remaining were on their afternoon tea break. But I did walk the production line and see how all those parts, which look so familiar in place, got there. It's all quite simple, really. The bare frames are put on a stand on a roller-bearing conveyor. Drop in the gearbox and engine, oil tank and battery, wiring harness, controls, bars, forks, lights, chain, wheels and tyres and you've got yourself a brand-new Norton Roadster, Hi-Rider, Fastback, Interstate, Interpol or Production Racer. In full swing, the production line issues a new bike every seven minutes.

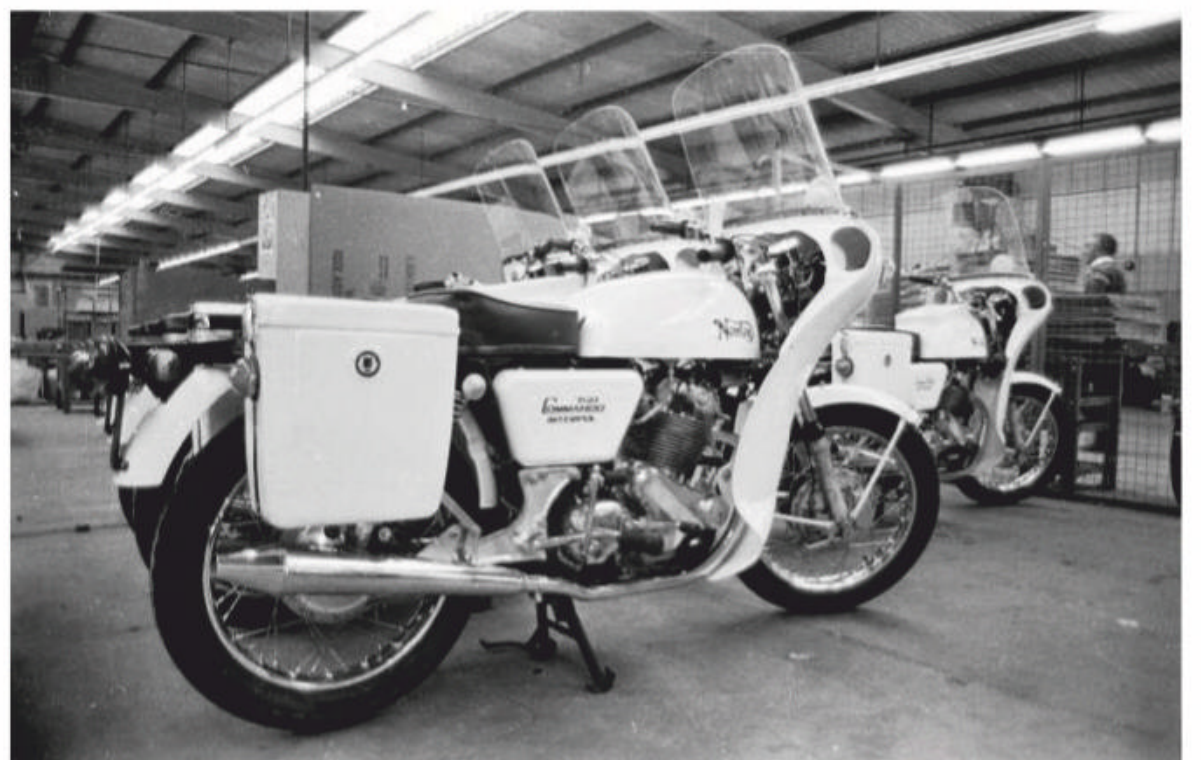
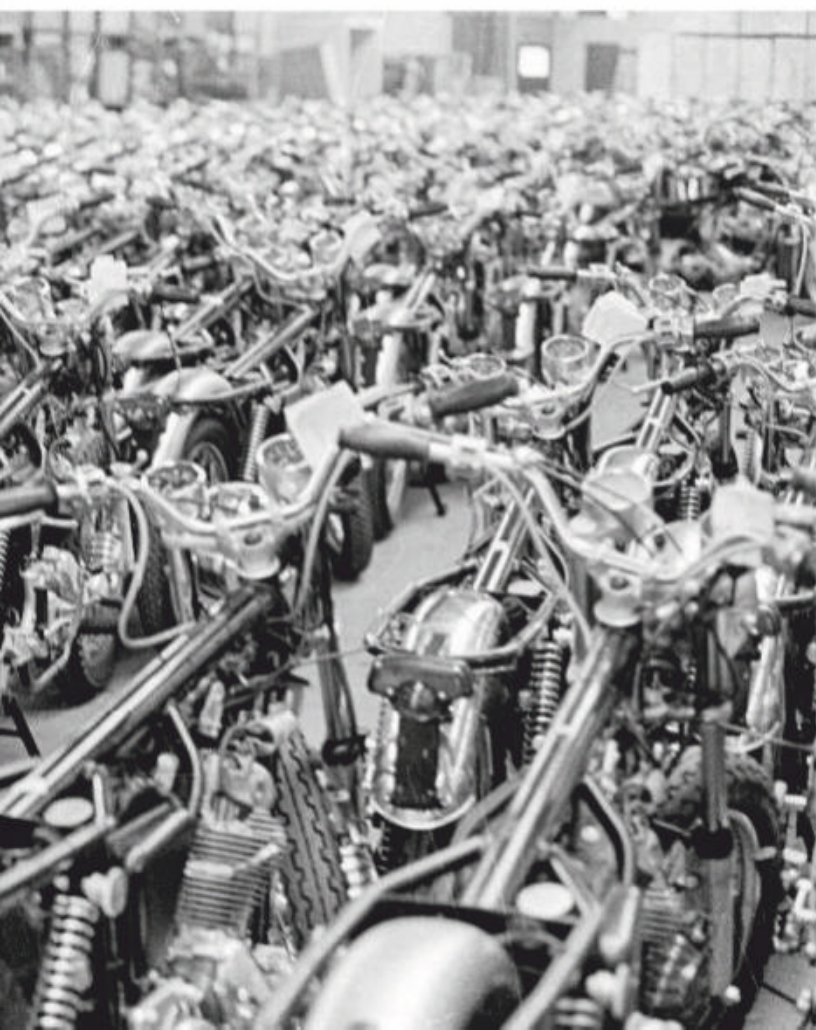
After assembly, the bikes are sent with slave tank and seat to the race circuit at Thruxton. Here, new machines receive 12 miles of road test. Some don't pass and are sent back to be fixed. This road testing, as well as pressure-testing the engine cases at Wolverhampton, helps to ensure the buyer a reliable machine. Only after testing are the machines partly disassembled for crating and container shipment.

My tour completed, I had tea with Mr WB Colquhoun, Vice-President of Norton-Villiers in Long Beach, California. I've experienced no main-bearing seizures or cracked frames to complain about, but I did ask about my three new clutch cables, loose exhaust pipes, leaky transmission seal and a few other odds and ends. ▶

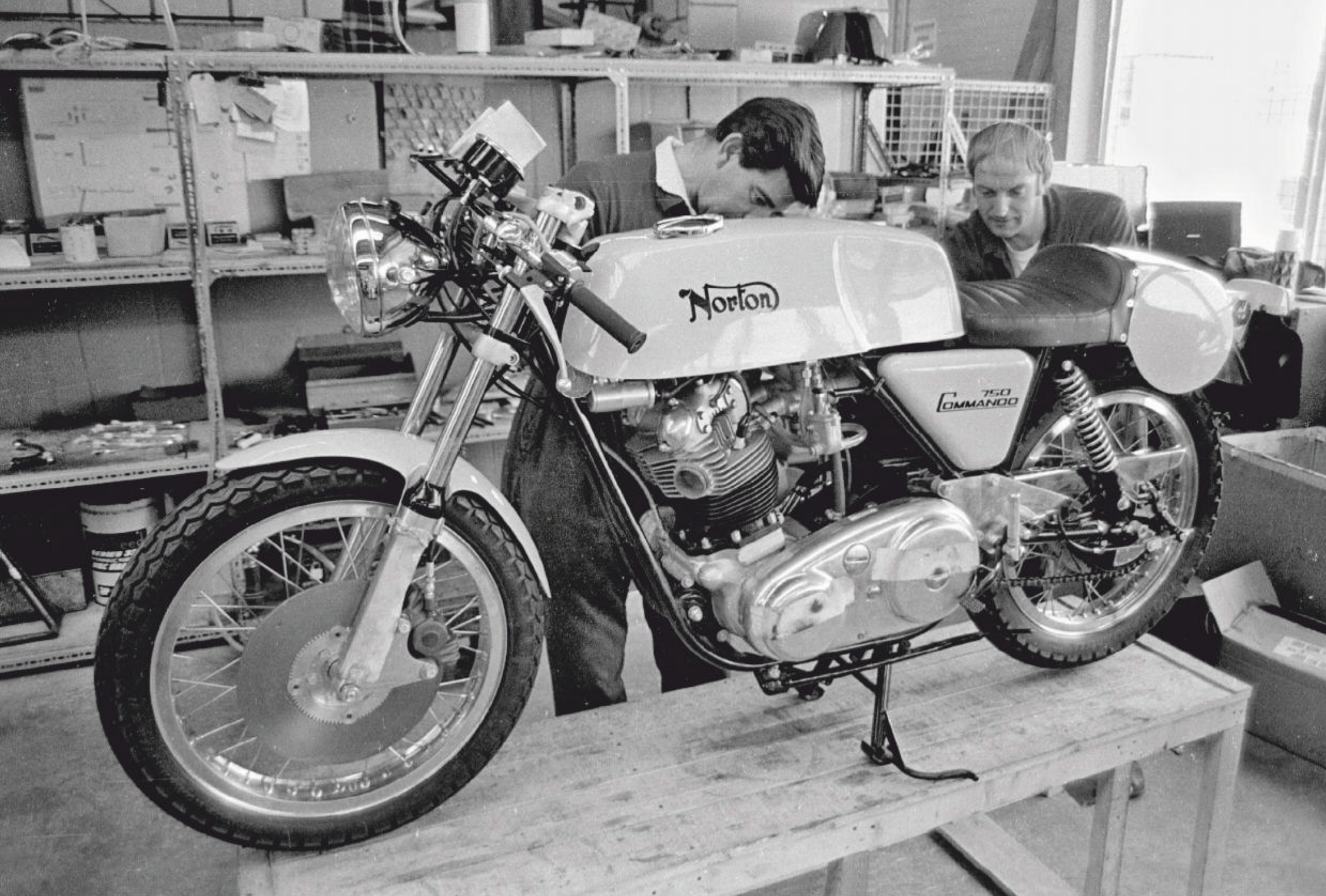




After 12 miles of testing (and after any test faults have been rectified), workers pack semi-disassembled Commando Roadsters into crates for shipment



ABOVE: Completed Norton Interpol motorcycles await delivery to their respective police forces
LEFT: Tankless Norton Commandos, fresh from the assembly line, await completion at the works



Norton workers build a Commando production racer. This particular machine must be a special order, because at the time the production racer had been discontinued. It is probably being assembled with leftover parts. It all looks to be in order, except the sidestand and bracket which would make the tug-in exhaust headers of the production racer impossible to fit. Production racers weren't delivered with sidestands. Also none had the notorious '72 crankcases.

All in all, my Norton has been quite reliable, although there have been times, I was working on her when I should've been riding.

Mr Colquhoun explained the evolution of the Norton twin, from 500cc Dominator to the present 750cc Combat engine, and the problems experienced on the early Commandos; most of the minor problems, such as the exhaust pipes that would work themselves loose every 26 miles or so, have been ingeniously eliminated. However, the pushrod twin in this age of overhead-cam multis, water cooling and even rotary-engine Wankels, is an anachronism.

Norton, of course, is developing a new engine – but as to the nature of the powerplant, Mr Colquhoun was tight-lipped.

Until the new machine is introduced, which is several years away, the immediate future for Norton will consist of expanding the marketing and dealership programme as well as developing and strengthening the racing effort. Racing always improves the breed, and much has been learned from the new John Player Norton Team's ventures already. A stronger gearbox was installed for the 1972 Ontario 250-mile road race, which allowed the team to see what would be their next problem.

The same weekend as Ontario, the *Motor Cycle* 500-mile production race took place at Thruxton. And here the Nortons were first, second and fourth. This kind of result, as well as a range of spirited motorcycles, is quite something when you consider that the name Norton almost vanished a few years ago.

Mr Colquhoun asked me if I thought a place exists for a machine like the Norton on the American market. I explained to him that not every motorcyclist wants to drag fat engine cases on every bend, nor do they want an inexpensive acceleration sled that won't handle – and nor do they all want a chopper. I reassured him that there were many people like myself, who dig the sound, simplicity and classic lines of the British twin. And as long as Norton builds that kind of machine, they'll have no trouble finding those people. ●



Sideburns were mandatory on the Commando wheel assembly line

Turn over to read about the Ducati factory in 1972

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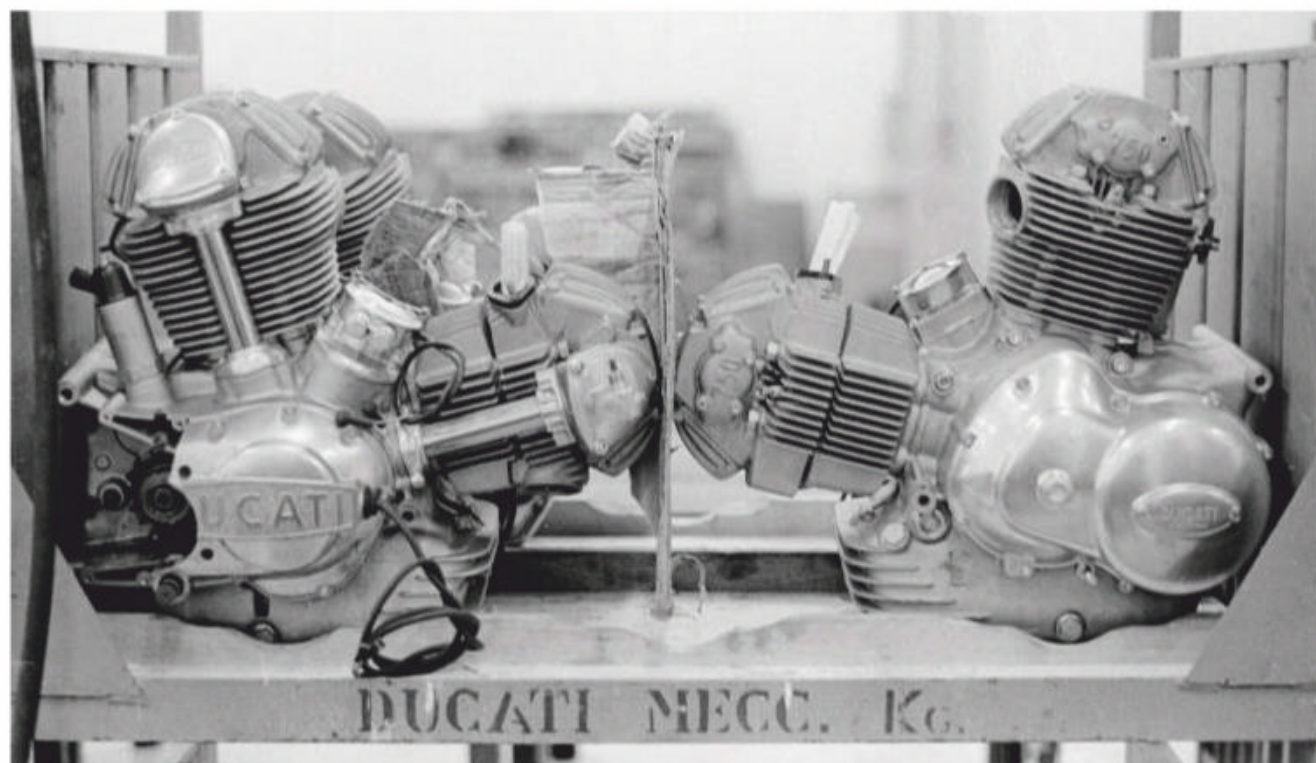
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As the female worker on the left fits main bearings, legendary Ducati engineer and designer Fabio 'The Wizard' Taglioni gets down to some expressive gesticulation on the shop floor



The Ducati V-twin of 1972: thing of great beauty (although it took Allan Tannenbaum a while to get used to it, as 'it looked so strange at first'). These are 750 Sport engines, racked up and awaiting fitting into frames



The factory is a full production plant; a worker unloads a pallet of newly made crankcases



The new Ducati factory was still being completed in 1972, but production had started



INSIDE BOLOGNA

DUCATI'S ENTRY into the superbike market has succeeded in turning a lot of heads. The overhead-cam, 750cc, 90° V-twin engine, the rakish styling, and the 1-2 win at Imola, from a marque which had been floundering in America, aroused my curiosity to the point of visiting Ducati while in Europe this autumn.

After getting thoroughly lost in the rather interesting city of Bologna, we finally found the gate of Ducati Meccanica, where we were met by Mr Bruno de Prato. Being both a PR man for Ducati and a motorcycle journalist, Mr de Prato was quite well versed in colloquial English and motorcycles. And as a cordial host and guide, he made our tour quite informative and interesting.


Until recently, all of Ducati was housed in an old brick factory. Today, adjoining the old works, is a brand-new structure. Although it is not yet completed, production is going on in the new quarters. The new plant

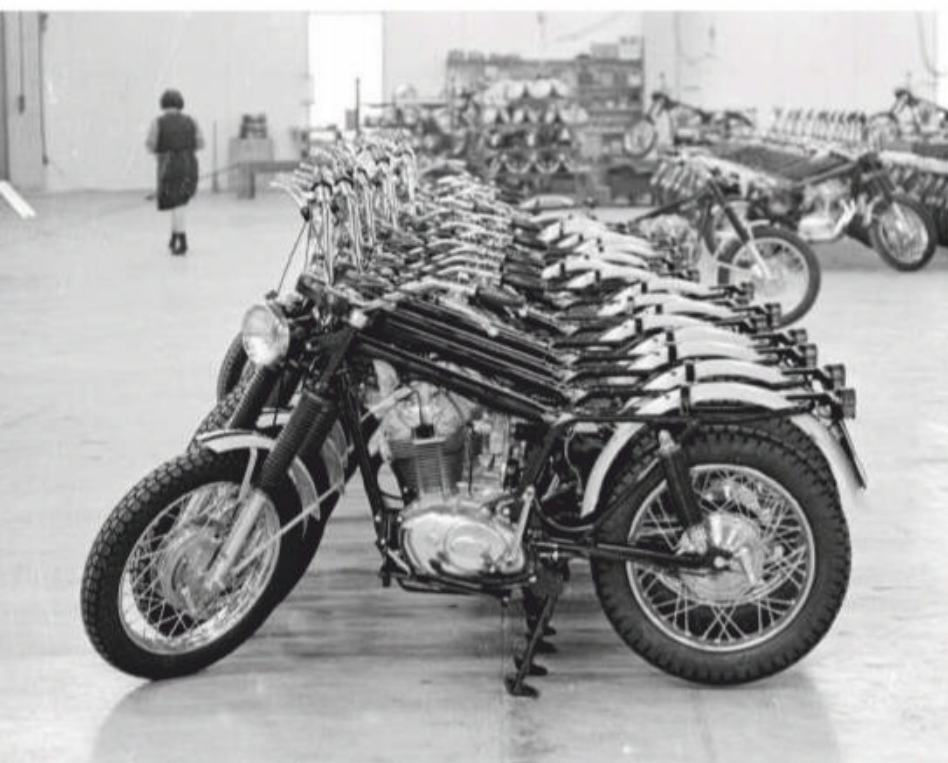
'DUCATI CUT THEIR OWN GEARS – FROM THE 125'S TRANSMISSION TO THE 750'S CAM-DRIVE BEVELS'

has many advantages. It's light and airy, and the machines are spaced so that everyone has enough room to work.

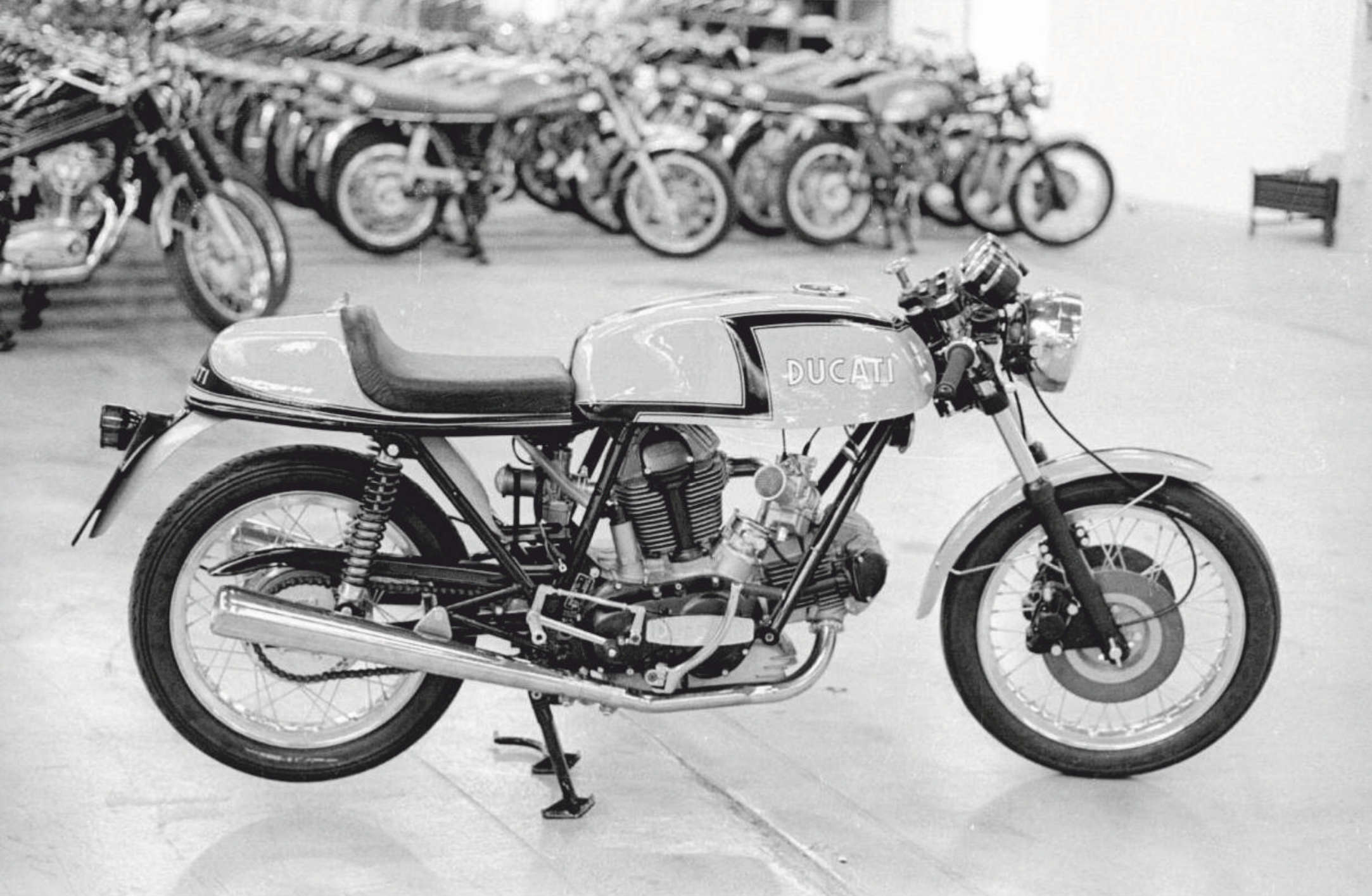
Most of the factory's machines, such as the one that matches the 750's engine cases, are brand new. All the old machines are being replaced. The floor has a special plastic coating which keeps dust out of the air, to the advantage of both workers and motorcycles. A completely automated parts retrieval system is being installed, in which the operator simply dials the parts number and quantity to get what he needs.

As we walked around the plant, we learned quite a bit about Ducati. For example, Ducati, unlike other motorcycle manufacturers, cut their own gears. This includes everything from the 125's transmission to the 750's cam-drive bevels. And besides motorcycles, Ducati also builds a line of outboard motors, as well as the world's first all-aluminium diesel industrial motor.

At one point in our tour, we saw a woman inserting main bearings into the engine cases of a 750. Observing her was a group of men. Pointing to the tallest, Mr de Prato said to us: "That's The Wizard!" He was referring to Fabio Taglioni, the man responsible for the design of the new 750 and, for that matter, most of Ducati's other products. 



Like starters in a race for slightly incomplete motorcycles, 450 Scramblers line up awaiting their finishing touches at the new Bologna factory



A 750 Sport fresh off the Bologna production line, with a phalanx of its single-cylinder brethren in various states of completion behind it

WHO'S ALLAN TANNENBAUM?



Born in New Jersey in 1945, Allan has been photographing since the 1960s. His subjects have included famous faces from the art world, music scene, politics, show business, and nightlife, as well as covering international news events such as Operation Desert Storm and the 9/11 terrorist attack on New York. His work has appeared in *Time*, *Life*, *Rolling Stone* and *Paris Match* magazines, amongst others. A Norton owner since 1970, he lives in Manhattan with his wife Debora and his 1968 Commando Fastback. Maybe we'll get the space to print some pics of Allan on his bike in the future, but in the meantime this is what he looks like today (above) and some of his famous rock 'n' roll subjects (below).



ABOVE: Debbie Harry and Chris Stein of Blondie. RIGHT: Recognise him?




Mr de Prato, who once turned down a high offer from another motorcycle manufacturer to work under Taglioni, spoke reverentially of the man. "His design and engineering genius are unequalled. Do you know, he can even operate a lathe? It was his spirit and strength that kept Ducati going in the bad years... and the new designs!"

That spirit is reflected in the newest version of the 750 – the 750 Sport. This model has a hotter engine (lightened, compression ratio up to 9.5:1 32mm Dell'Orto carbs), dual disc brakes up front, single disc at the rear, clip-ons, rearsets, a special tank and seat, and an attitude and appearance that are definitely Italian.

A worker was putting the final touches on a new 750 Sport. He then wheeled it out for some pictures. It is a beautiful machine, well designed and superbly executed. The engine, which looks so strange at first, begins to make sense once you're used to it, and by the time I got through photographing the bike I was up for a test ride. But a heavy and persistent thunderstorm put a damper on that.

The last room in the new plant contained some different versions of the 750 GT, with new tanks, side covers and paint combinations in an effort to refine the styling of the 750. Future cosmetics will include some engine paint, too. Also in this room were quantities of the other machines Ducati makes. There were 450R/Ts, 450 café racers, plus 350, 250 and 125cc street and trail machines, which were the mainstay of Ducati till now.

Compared to Honda or Kawasaki, Ducati is very, very small. The management of Ducati knows, however, that it is not their role to compete with these heavies and their mass-produced, mass-appeal motorcycles. Instead they will continue in the tradition of hand-building special motorcycles for the individualist. In a cookie-cutter world, it is unusual for a business to adopt this approach, much less succeed at it. That is the spirit of Ducati, expressed by the people who work there, embodied in the new 750.

Our tour was drawing to a close. First a visit to Mr de Prato's boss, who proudly showed us a safety award from Transportation Secretary John Volpe. On the way to the gate, more info: Taglioni is working on a 750 small enough for a dirt bike... production of the 750 is going from 2500 this year to 5000 next... Then there are warm goodbyes and we drive off into the rainy Italian evening, me left wondering how I am going to get one of those lovely 750 Sports... 

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PRIME PORC

Fifty years ago, the AJS Porcupine was at the pointy end of motorcycle sport when it won the first-ever 500cc world title, but rule changes put a sharp end to its racing career

WORDS: ALAN CATHCART PHOTOGRAPHY: KYOICHI NAKAMURA & CXCXCXCXCXCXCXCXCXCXCXC

The AJS Porcupine is the rarest and most exotic of the many works racers entered by British factories in the history of world championship road racing. It's also the most frustrating. The Porc's position in posterity is assured, with works rider Les Graham winning the first-ever 500GP title on the AJS in 1949. What's more, it remains to this day the only twin-cylinder bike ever to have won the 500cc title. Singles did it later, of course, and triples and fours, too – but never another twin.

The 500cc double-overhead-cam parallel-twin motor originated during the dying days of World War II as a supercharged design, designated E90S: 'E' for Experimental, 'S' for Supercharged, and '90' because it was originally going to be raced under the Sunbeam badge, recalling the successful TT-winning Model 90 works racer of the 1920s.

AJS's proprietors, AMC (Associated Motor Cycles, owned by the Collier brothers), had purchased the run-down Sunbeam firm from ICI in 1937, and were set on relaunching the marque post-war. But then rivals BSA made them an offer they couldn't refuse for Sunbeam's pedal cycle line in 1943 – and got the motorcycle marque thrown in, too. The GP racer was rebranded as an AJS.

Ironically, the E90S was the brainchild of legendary Norton race engineer Joe Craig, who joined AMC in 1939. Craig was planning a post-war replacement for the fast but unreliable supercharged V4 AJS, and originally dallied with an inline blown triple before (doubtless impressed by the TT-winning performance of BMW's Kompressor twins) settling in 1942 on a parallel-twin, near-horizontal

supercharged layout, with 100° valve angles and hemispherical combustion chambers to optimise combustion.

SUPERCHARGING BAN


This layout would have allowed a gear-driven Roots-type blower to be positioned above the gearbox of the unit-construction engine which, like AJS's own pre-war V4, would also have been water-cooled to combat the higher running temperatures of forced induction.

But the shock 1946 FIM ban on supercharging meant that designer Vic Webb – who had created the E90 largely in his spare time, with the help of Vincent design guru Phil Irving (then working for AMC) – had to hastily convert the design to an air-cooled, atmospheric induction format. This had domed pistons and a very different cylinder head with 90° valve angles plus distinctive spiked finning which gave rise to the 'Porcupine' nickname.

It initially delivered a meagre 29bhp in 1946 – perhaps leading Craig to return that year to Norton, to head up their race team! But by the time of the Porc's debut in the 1947 Senior TT, it was 37bhp at 7600rpm – on low 70-octane pool petrol, necessitating a mere 7:1 compression ratio.

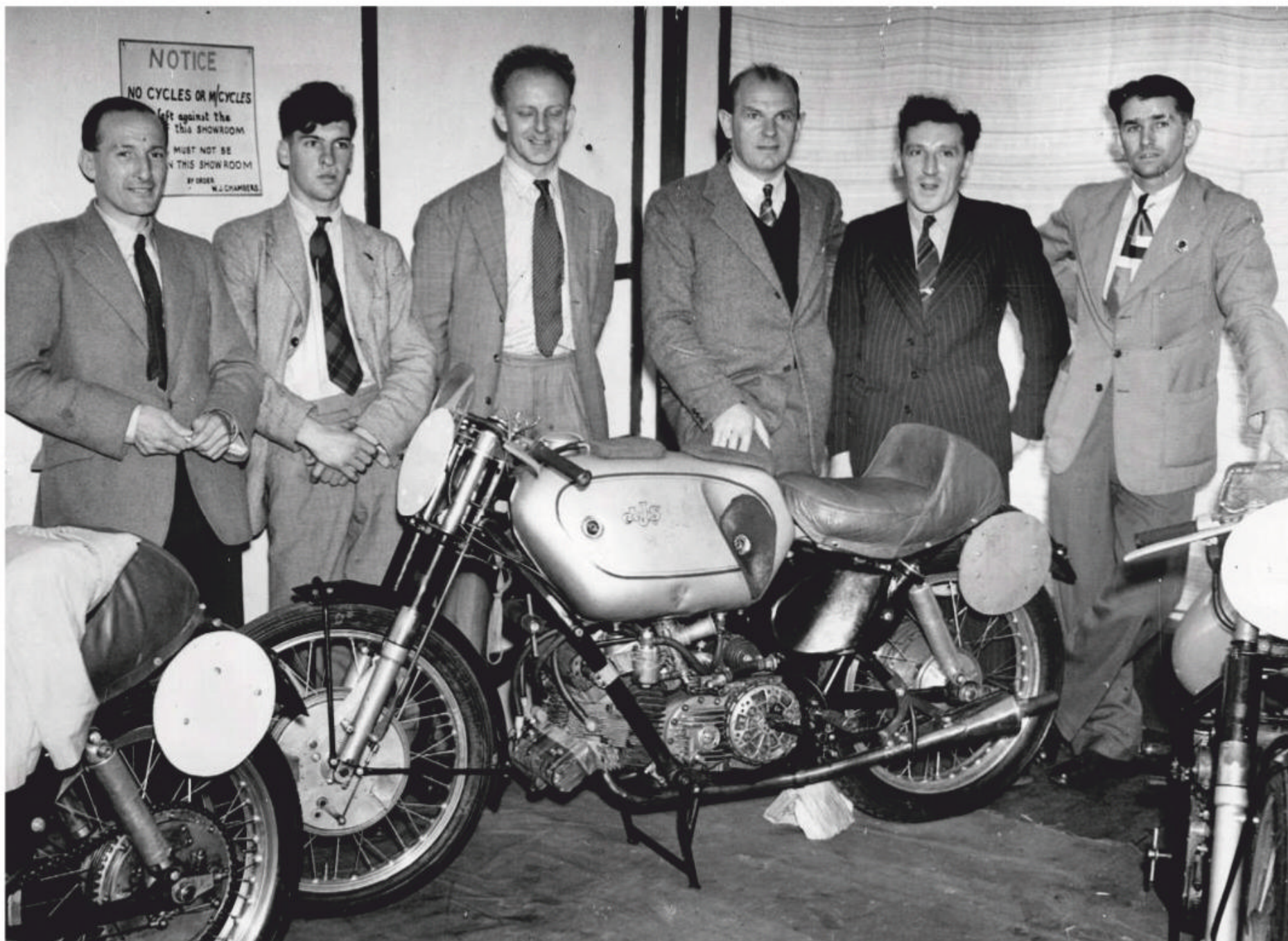
Despite a lack of testing, the untried E90 was promising in a race dominated by Craig's Norton team. Les Graham was running fourth when he fell off, before remounting and pushing in with a thrown drive chain, to finish ninth. Jock West suffered clutch slip from the start, but after pitting for adjustments, lapped within three seconds of the fastest lap, en route to 12th.

That promise was confirmed by Ted Frend's AJS ►



**'IT REMAINS TO THIS
DAY THE ONLY TWIN-
CYLINDER BIKE EVER
TO HAVE WON THE
500cc WORLD TITLE'**

Les Graham descending Bray Hill at the Isle of Man Senior TT in 1949. Leading for most of the race, the bike broke down on the run to the flag. Results could only get better. And they did...



ABOVE: AJS team launch, May 1948, with future world champion Les Graham on far left, Cecil Sandford (second left), team manager Jock West (third from right), and Bill Doran (second right)

victory in the 100-mile Hutchinson 100 at Dunholme later that year, and West's third place in the Ulster GP.

SPEED RECORDS AND GP WINS

In 1948 development continued, with West third this time at Assen, then second the following weekend in the Belgian GP, where the Porcupine's undoubted turn of speed showed to good effect on the ultra-fast Spa-Francorchamps circuit.

All three AJS riders had retired from the Senior TT, but Graham finished third in the Ulster GP before a works Porcupine sped to a total of 18 world records at Montlhéry in November, a good omen for the introduction of the first-ever motorcycle world championships the next year.

This six-race series was crowned with success for the AMC works team, with Les Graham winning the riders' title, and AJS the manufacturers' crown. This came after a poor start to the season, when Graham led the Senior TT for almost the entire race, before once again breaking down on the run to the flag, this time with a broken magneto drive. He pushed in tenth from Hilberry.

Graham took victory in the Swiss GP on Berne's gruelling Bremgarten circuit, to record the twin's first GP win, a success he repeated later in the season in the Ulster GP, with Doran and West fourth and fifth.

In the meantime, Graham had finished in second place, beaten by Pagani's works Gilera four at Assen, before retiring with a split fuel tank at Spa, in a Belgian GP won by AJS team-mate Bill Doran.

Even before the end-of-season Italian GP at Monza, in which Doran finished third (with only a rider's best three

results counting in the final points table), Graham had done enough to win the inaugural 500cc World title.

LOSING ITS COMPETITIVE EDGE

For 1950, the AJS 500 twins got detail improvements under the direction of project leader Matt Wright, whose influence had been a crucial role in winning the world title. This included a larger fuel tank and a streamlined seat, but the ignition problems which were a constant Achilles heel were not resolved. Combined with troublesome carburation, eventually traced to fuel starvation, these were the cause of many Porcupine retirements.

Even worse, the more assured handling of the new Featherbed Norton frame, coupled with the better top speed of the Gilera fours, meant the AJS was now second-best in both these areas. This wasn't helped by the refusal of AMC managers to allow anything other than their own ineffective Teledraulic forks and Jampot shocks to be used, for financial reasons.

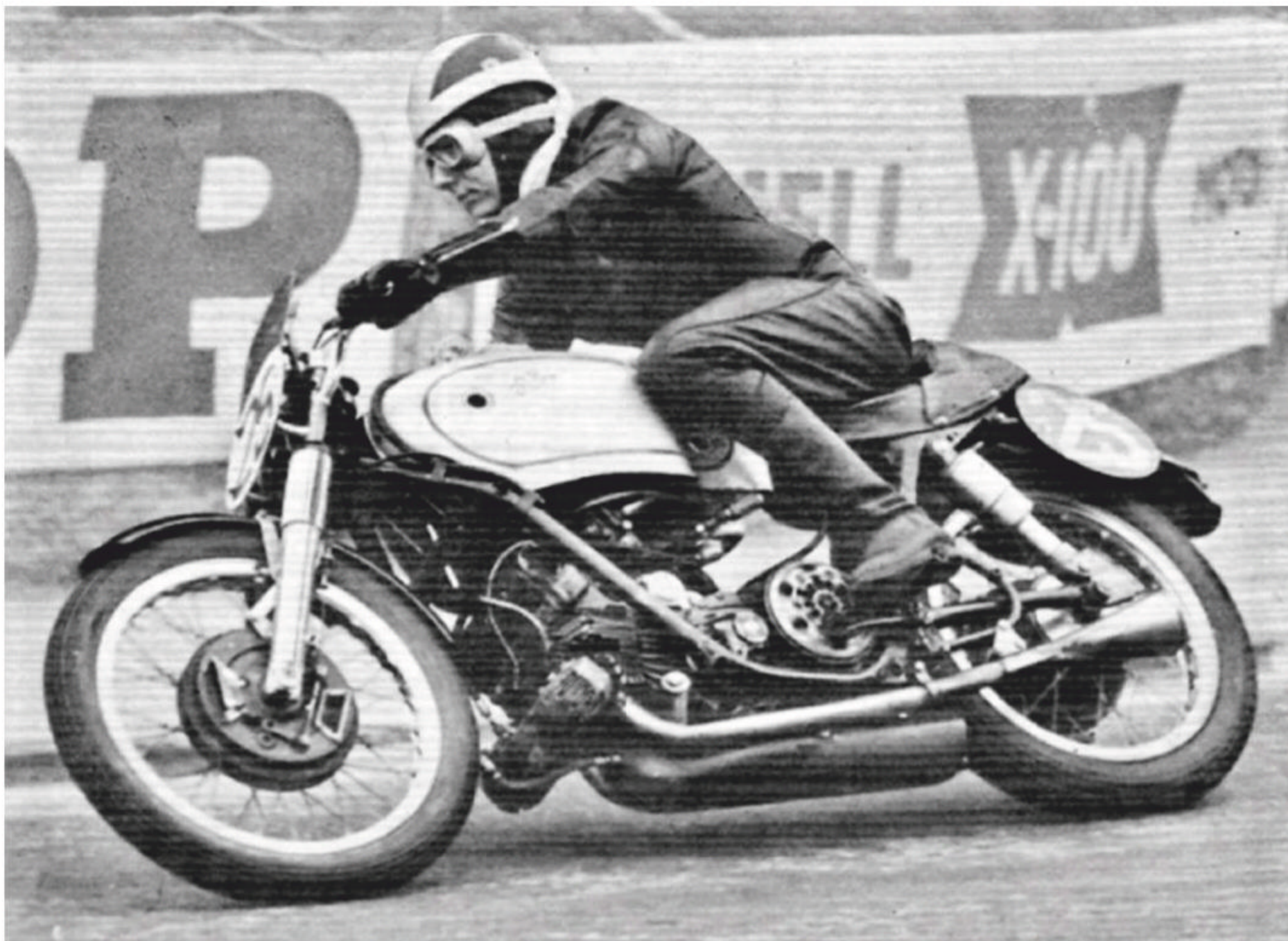
Graham finally finished a Senior TT – but only in fourth, behind a trio of Nortons led by Geoff Duke.

Graham also retired in Belgium where Ted Frennd averaged 100.39mph to finish third on his AJS behind two Gileras.

Like all other British works teams, AJS and Norton ran into big problems with their Dunlops at Assen, where Graham led before retiring with a thrown tread, due to a combination of high speeds and equally high temperatures.

But although Graham repeated his Swiss GP victory, this time in Geneva, and finished second to Duke's Norton in the Ulster GP with West fifth, third was the best the

**'A PORCUPINE SPED TO
18 WORLD RECORDS AT
MONTLHÉRY IN 1948'**



defending champion could achieve in the final best-four points table, behind Gilera's Umberto Masetti and Duke. Disillusioned, he switched to the new MV Agusta team, whose Gilera-inspired four held more promise.

PORCUPINE LOSES ITS SPIKES

Wright's development team revamped the AJS for the '51 season, reducing weight and introducing chain magneto drive, solving the issue of fractured armature shafts; wet-sump lubrication which did away with an oil tank; a shorter wheelbase for the tubular steel duplex frame; 19in wheels rather than the previous 21in; a new design of fuel tank; and separate cylinder heads with conventional finning – in spite of which, the 'Porcupine' tag still stuck.

With Irish rider Reg Armstrong joining Bill Doran, the AJS was now more reliable, allowing Doran to claim second place in the Senior TT and again in the French GP at Albi, with Armstrong second in Switzerland. But due to ongoing carburation problems, it failed to win a race that year, and only managed fourth for Doran in the eight-round world championship points table, with Armstrong sixth.

The AMC board commissioned a complete redesign for 1952, with R&D boss Ike Hatch producing a revamped engine with cylinders now at 45° from horizontal (while retaining the same essential internal layout), fitted as a semi-stressed member in an open-cradle frame.

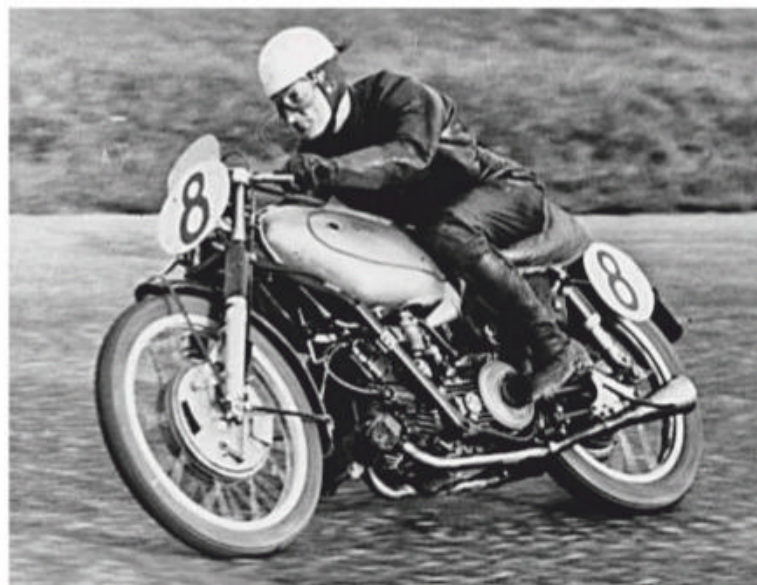
This new bike, dubbed the E95, had a dream debut. It finished 1-2 in the season-opening Swiss GP in Berne, with new team member Jack Brett winning the race ahead of Doran, and AMC's new Kiwi recruit Rod Coleman placing fifth. But it was all downhill from there, with Doran and Brett retiring from a Senior TT won by Norton's latest acquisition Reg Armstrong, ahead of MV Agusta-mounted

Les Graham – both former AJS team riders! Coleman was fourth at the TT, with Bill Lomas, who he said he hated riding the Porcupine, finishing fifth.

"When it was banked over, one cylinder would cut out intermittently, then chime in hard again," he recalled with a grimace. "One place, the second pot came in so viciously, I rode 50 yards up the road sideways! I wanted to pull in, but I didn't think the management would like that, so I decided to over-rev the engine till it blew up. We were told not to rev it above 7000rpm, but I took it to over 8000rpm – and it survived, so I ended up fifth. Bloody thing!"

ON CLADY'S SEVEN-MILE STRAIGHT

Coleman was also fifth at Assen, and again at Spa, while after a disastrous German GP at Solitude in which all three AJS twins retired, the promising Kiwi took second



ABOVE: Bill Lomas enters Parliament Square en route to fifth place in the 1952 Senior TT on the redesigned AJS Porcupine

LEFT: Les Graham on the way to victory in the 1949 Swiss Grand Prix at Bremgarten. It was the Porcupine's first GP win



‘WHEN IT WAS BANKED OVER, ONE CYLINDER WOULD CUT OUT INTERMITTENTLY, THEN CHIME IN HARD AGAIN’

BELOW: Rod Coleman at the Isle of Man Senior TT in 1954, during the Porcupine's final season in the world championship

place in the Ulster GP, in the last-ever run on the Clady circuit with its punishing seven-mile straight.

But he was fortunate to do so – for AJS colleague Jack Brett had rounded the last turn, less than a mile from the finish, securely in the lead on his Porcupine, only to have its drive chain jump the sprocket. Forced to push in to finish fourth, he was also passed in doing so by eventual winner Cromie McCandless, having a one-off ride on a works Gilera four. With Brett's seventh place being the best that the trio of AJS riders could manage at Monza, AMC management opted to withdraw from the final GP of the season in Barcelona.

The 1953 season was no better, with no AJS rider once

finishing on the rostrum in the eight-race series, so the bike was completely revamped for the following year by AMC's pragmatic, effective new development engineer, Jack Williams (father of later John Player Norton star Peter).

With 54bhp being the most the engine could be persuaded to deliver reliably, most attention was paid to the cycle parts – a new lower frame and massive 6.5-gallon fuel tank were draped over the engine to reduce the frontal area of rider and machine. The retention of the four-speed Burman gearbox at a time when the competition now had five-speeders was a further handicap.

Coleman was joined for the season by Derek Farrant and another rising star, Scotsman Bob McIntyre, but with Duke now riding for Gilera, whose fast bikes now handled properly thanks to his Featherbed-inspired input, the Porcupine was not only still outpaced but also now outhandled. Coleman only got the better of the works Gileras on one occasion, by winning the non-championship Swedish GP at Hedemora in what would be the Porcupine's final race in factory guise. At the end of the season, the AMC board pulled out of GP racing officially.

The AJS Porcupine's place in the history of competitive motorcycling is perhaps best summarised by the period racing guru Vic Willoughby, who wrote: 'Notwithstanding spasmodic success for a few years following Les Graham's championship, the Porcupine never really recovered from the attempted transition from the comparatively low-revving, high-boost machine it was originally intended to be, to the high-revver, with much wilder valve timing, that the post-war formula demanded.'

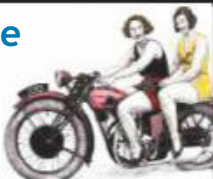
For just a single year, in 1949, the slightly greater power output of a higher-revving twin compared to a single, coupled with the slightly better handling of a low-slung parallel twin compared to an inline four, proved the best of both worlds, rather than a flawed compromise that eventually delivered neither one thing nor the other. ►



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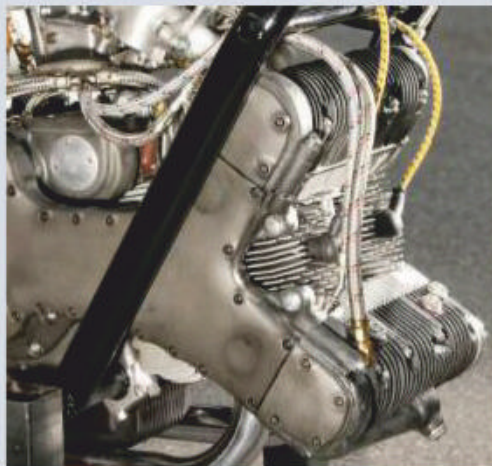
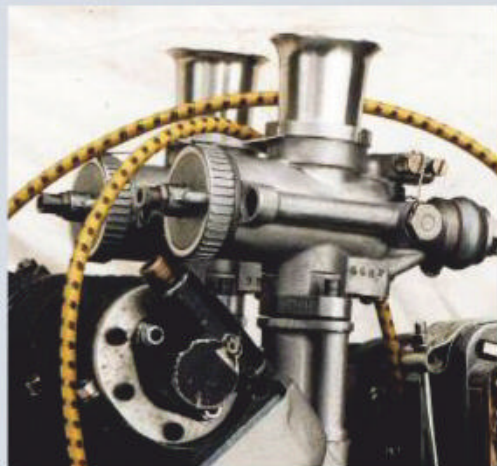
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UNDER THE SPIKES OF THE PORCUPINE

EIGHT AJS 500cc parallel-twin GP racers were built from 1947 to 1954, four each of two different types: the E90S with its cylinders raised 10° from horizontal, and the E95 introduced in 1952 with cylinders inclined at 45°.

A total of 12 engines were manufactured, four each in 1947 (the original spiky-finned design), 1951, and 1953. While externally these differed architecturally, inside they all shared a common format, as well as major components.

The 498cc motor's 68mm x 68.25mm 'square' engine dimensions were unusual and far-sighted in an era of long-stroke engines, as was its unit-construction design with gear primary drive. Other British race bikes still employed separate gearboxes and open primary chains.

From '51 on, the AJS was shorn of spikes, with more conventional fins (though the 'Porcupine' nickname remained). Heavily finned and deeply-spigoted separate aluminium cylinders are surmounted by a one-piece alloy dohc cylinder head, whose hollow twin forged roller-bearing camshafts are driven by a train of eight gears running on roller bearings up the right side of the engine in a Y-shaped case, with an outrigger plate supporting the ends of the spindles.

A ninth, half-time, spur gear drives the high-pressure oil pump, with main feeds to the centre main bearing and cam boxes, to also lubricate the big-ends, and each cam face. The same pinion also drives the Lucas magneto mounted on the engine cases, via a short chain.

The pressed-up three-bearing crankshaft with 360° throws (both pistons rise and fall together) revolves backwards, like most modern MotoGP engines, and is mounted on a double-flanged plain centre main bearing, with caged-roller outer bearings. Originally, the crankshaft was a forged one-piece unit, with effectively no flywheels, a spin-off from the original blown motor, where compressor loading would have replaced their inertia effect. The resultant abrupt extremes of engine acceleration and deceleration produced massive loadings in both directions on the Lucas magneto's two-piece drive shaft, with consequent fractures which plagued the AJS through its early career, until the shaft was replaced by a chain which absorbed shock better.

Hepolite full-skirt forged aluminium pistons are fitted, mounted on forged, bolted-up RR56 aluminium conrods,

whose split big-ends ran on white-metal plain Vandervell bearings. The two-valves-per-cylinder were 7/8in (22mm) nimonic inlets and 5/8 in (16mm) sodium-cooled exhausts, all with quite thick stems and set at an 87° included angle, controlled by fully enclosed overlapping hairpin springs.

Twin straight-cut spur gears comprise the primary drive, with final drive from the four-speed, all roller-bearing Burman gearbox exiting on the opposite side, on the right of the bike. The large-diameter dry clutch runs at a fast 0.7 times engine speed, a hangover from the substantial torque expected from a supercharged motor. The twin 1 1/8in (32.5mm) Amal GP carbs are rubber-mounted to the inlet stubs, which deliver an extra four degrees of downdraught. Fuel flows from the massive 6 1/2-gallon (29.4 litre) fuel tank to a remote float positioned beneath and behind the gearbox.

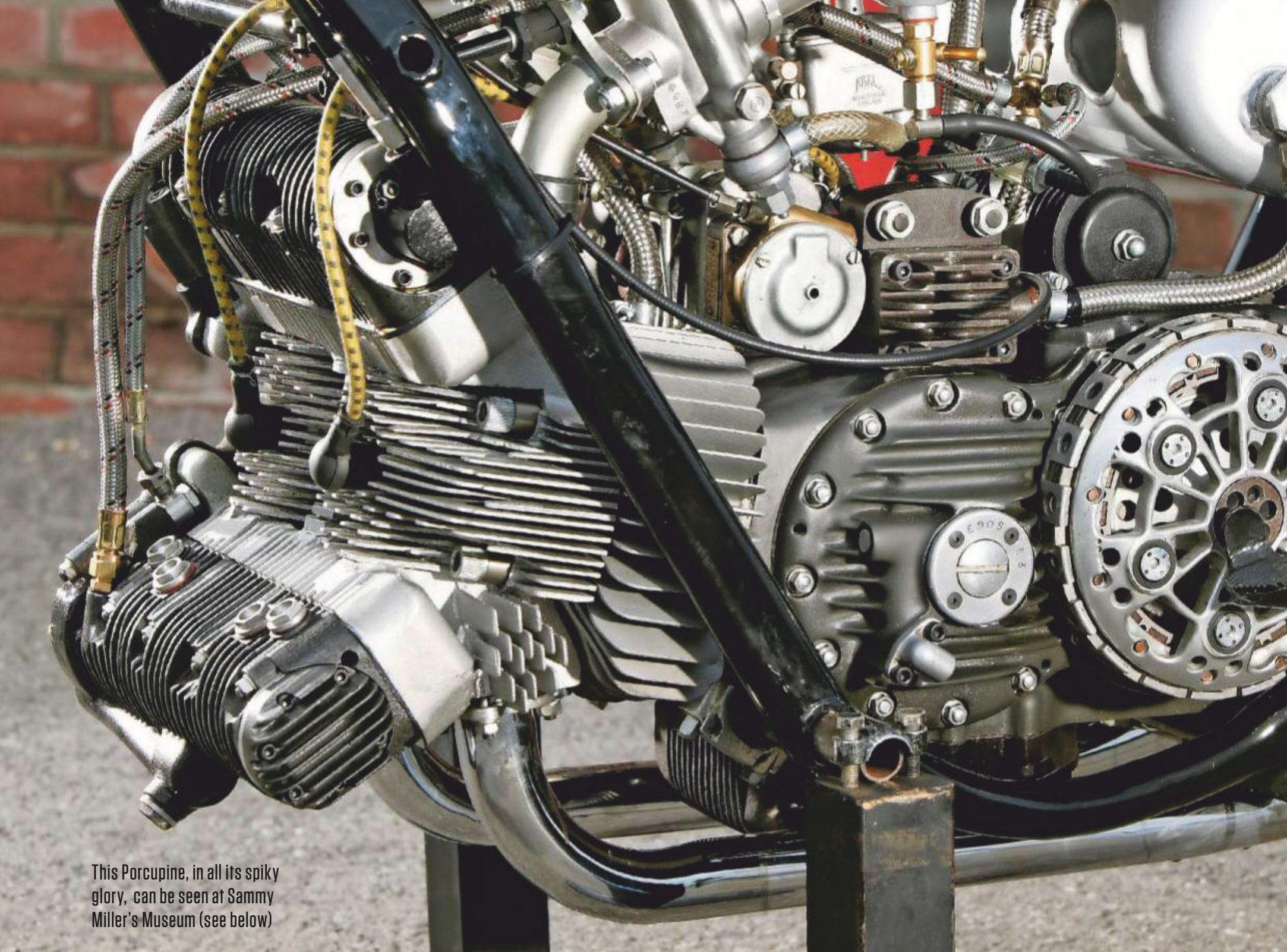
The E90 tubular-steel frame sees the engine carried quite low down, in a double-cradle design welded up from both round and oval-section tubing. The AMC trademark fork and shocks offer a mere three inches (75mm) of movement front and rear. The front 19in wheel carries the same 8.25in (210mm) twin-leading-shoe drum brake as the lighter, slower 350cc 7R single, with cast magnesium hubs.

The wheelbase is shorter than it looks at 56 1/2in (1435mm), while the dry weight of 335lb (152kg) was no lighter than the half-faired version of the Gilera 500/4, with its bigger brakes and twice as many cylinders. ☺

VISIT SAMMY'S MUSEUM

The Sammy Miller Museum in New Milton, Hampshire, is crammed full of interesting machines. Exotic racing bikes include the V8 Moto Guzzi, AJS Porcupine, Mondial 250 with dustbin fairing, Nortons, Ducatis, Suzukis, Hondas, Velocettes and more. The Road Bike Hall includes a huge collection of factory prototypes and exotic designs from all over the world. There are over 400 bikes in total and the museum is open from 10am every day.

Call 01425 620777 for details or visit sammymiller.co.uk



This Porcupine, in all its spiky glory, can be seen at Sammy Miller's Museum (see below)





No wonder Jack (centre) looks overjoyed. His boys dominated the 1999 F1 TT on the V&M R1, with David Jefferies (left) taking the win and Iain Duffus third. Joey Dunlop was second on a factory Honda RC45. On far left is Jack's V&M partner Steve Mellor

Classic Bike

AT LUNCH
WITH...



Jack Valentine

A stellar career of engine tuning, drag racing and race team management started with a GS1000 and a crash...

INTERVIEW: JOHN WESTLAKE PHOTOGRAPHY: JACK VALENTINE ARCHIVE, JOHN WESTLAKE (PORTRAITS), BAUER ARCHIVE

In 1982 Jack Valentine looked set to continue a promising career in engineering. Over 13 years he'd risen through the ranks at a company manufacturing gear-cutting machinery, eventually taking charge of the training department he'd attended when he first joined as a 16-year-old. Then an almighty crash on a Suzuki GS1000 set him on a different path.

"I was riding across the moors [near his home town of Rochdale] chasing a friend and got into a massive tank slapper that threw me off and smashed the bike to bits," says Jack in his thick Lancashire accent, a pint of bitter in hand. "I'd been thinking of selling the GS, but that was out of the question after the crash so I thought I might as well turn it into a drag bike. Without that crash, I might never got involved competitively at all. I might have carried on working in engineering."

Instead, he took all that precision engineering experience and embarked on a tuning career that led to three European drag racing titles, ended Honda's run of 17 consecutive Formula One TT victories, gave Triumph their first TT

Jack and his business partner Steve Mellor (right) in 1982. That's Jack's GS1000 on the left, beside a Katana they were given by Suzuki to tune. It bagged production records aplenty



CLOCKWISE FROM TOP LEFT: Fresh-faced in 1986, the year of his first European Championship title; at Zandvoort in 1986 with wife-to-be Doris. Jack clinched the European championship later that weekend; by 1989 Jack was at the top of European drag racing, using a wildly-tuned GSX1100 motor

win in 28 years and even got a WSB podium with a wildcard rider. As the 'V' in V&M Racing and later Valmoto, Jack made bikes that won national titles by the bucketload and he worked with everyone from Carl Fogarty to John Hopkins, from David Jefferies to Sylvain Guintoli.

That GS1000 was instrumental in Jack's early career in other ways, too. Before the Suzuki, he'd ridden trials and terrorised the neighbourhood on a Honda 500-4. "I turned into a hooligan on the Honda. I went all over Europe and rode to loads of TTs, the Dragon Rally in Wales, everything. I rode it day-in day-out, when there was snow on the ground, all that carry-on. I did local hillclimbs on it too, riding to the events.

"Then I saw a bloke arrive on the new GS1000 at Snetterton and he did a race on it and cleared off. He smoked all these race bikes, and I thought: 'I'll have one of them'. I ordered one from my local dealer just in time to go to the TT. I got off the ferry, did 100mph down the promenade – we always did that in those days – dropped my bag off at the hotel and was straight round the course. "I remember the motor was mint, but I was grinding everything out round Braddan Bridge so it was off with the centrestand, which was better but it was still grinding out. By the end of the week I'd chamfered everything off and it was spot on."

Such was Jack's enthusiasm for the GS that he did a few club races on it, and – crucially – some sprints. "I was leading the northern sprint championship and said to my buddy Steve Mellor [the 'M' in V&M] that I'd like to win it. We both liked playing around with bikes – we were porting cylinder heads in my dad's garage – and we put twin 40mm Webers on the GS [the standard bike had 26mm carbs] and made it into a bit of a Wes Cooley thing with a chopped down seat. We won the sprint championship.

"After I had that crash, I put a longer swingarm on it and went drag racing. But everyone else seemed to have more time than us, and I eventually worked out they were all self-employed. By then Steve and I were already getting a few enquiries from local lads wanting their bikes tuning, and then Steve got made redundant, so we set up V&M Racing in 1982.

"Steve was a genius at carburation. He understood how carbs worked, he had a gift. We did everything we could to the GS1000 – big cams, lots of cylinder head work, the twin Webers. We were learning how to build really quick engines during those years. From 1983 onwards we started winning loads of races on the GS – all the street championships.

"Back then the ports were tiny, so you could get lots more out of them, unlike today where the gains are minimal. We invested in flow benches and we built a Prostock bike [from a GSX1100] in 1984. I won our first European Championship on it in 1986, which was a big deal because it was against all the fast Scandinavians.

The GS had taught Jack and Steve plenty – and V&M's fame was spreading beyond the drag world. "In 1989 a local lad called Dave Leach brought us one of the first FZR600s and although we didn't have enough time to tune it before the TT, we set it up on our dyno and he did really well [he came second] and it grew from there.

"There wasn't a big difference tuning for drag or road racing, because back then all the engines were still highly tuneable – they needed lots of cylinder head and carburation work, so it was all the stuff we'd learned making fast drag bikes. It might sound crazy, but with the drag racing we always built our engines to have tractable, linear power – and of course that's exactly what you need in road racing. People used to send their carburettors from all over the world for us to set up."

The next big breakthrough came in 1991 when Dave Leach came to them with his new Yamaha FZR400RR and asked them to set it up. "He won the Supersport 400 TT with a lap record of 108mph and when you start winning those sort of races – and racers see one of your bikes fly

past them down the straight – you get plenty of business.

"The next year we got asked by Yamaha to do an FZR400RR for Foggy at the TT. I remember he went out for the first time in practice, and from a standing start did a 111mph lap [smashing Leach's lap record]. He came in and I asked him how the bike was and he says: 'It's alright. I lost the front a couple of times, but I brought it up on my knee.' Typical Foggy. Trouble was, in the race he'd just taken the lead when a piston broke."

While Jack's business partner Steve was happy to continue tuning engines and working magic with carbs, Jack had other ambitions. "I wanted to set up a professional race team – and in 1994 I managed to do it. Ian Simpson just pipped our rider Spike Edwards to the Supersport championship that year, but I didn't mind too much because Simpson was using one of our engines, too – we had the top five engines that year."



'FOGGY WENT OUT IN PRACTICE AND DID A 111MPH LAP FROM A STANDING START, SMASHING THE TT LAP RECORD'

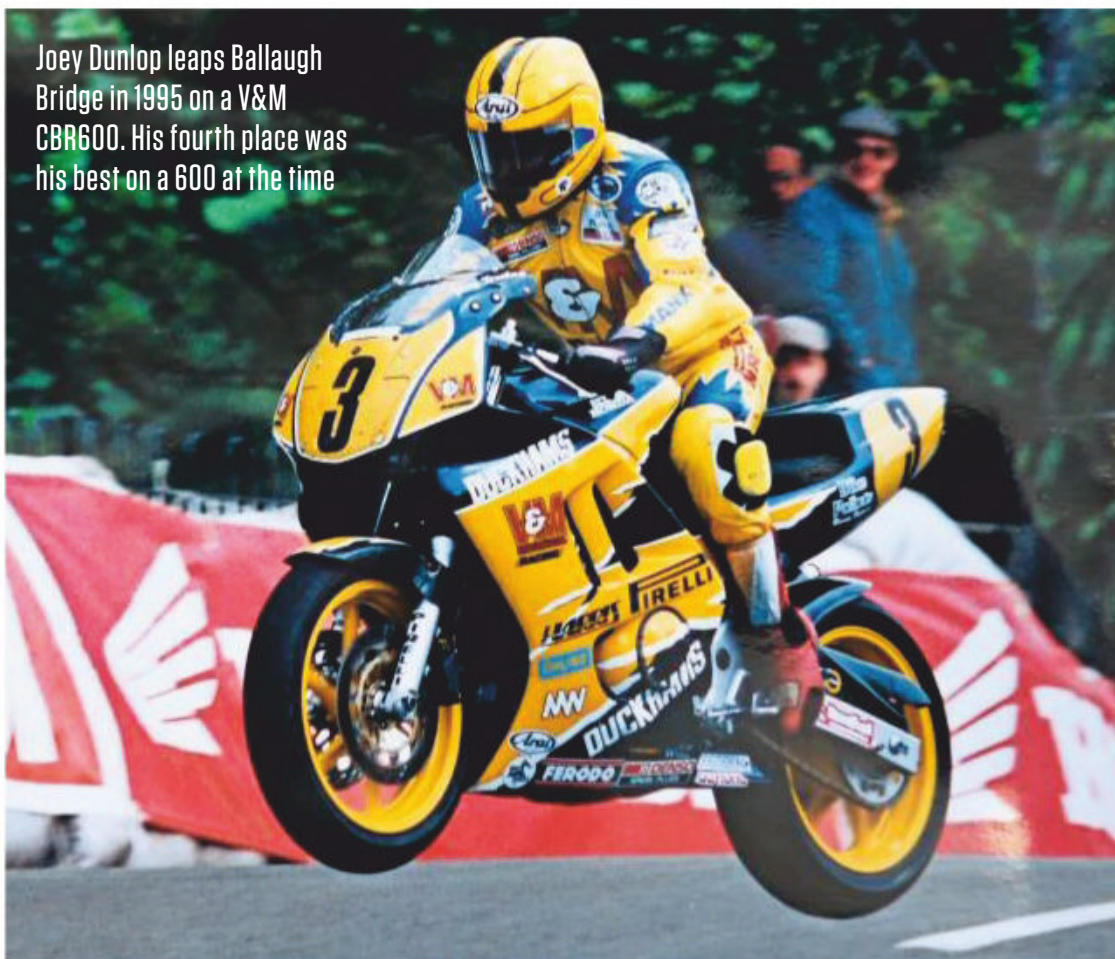
Given the start V&M had with the FZR600s, you'd think Yamaha would be keen to keep things running smoothly. But it didn't work out like that. "In 1995 I wanted a YZF750 to see what we could do with a superbike, but Yamaha kept messing me about and then Honda asked if I wanted to run a team for them. I didn't really, because there was a hell of a lot more to come from the FZR600s. So I went back to Yamaha and told them the score, but they still messed me about. Then Honda offered us all the bikes, free spares, £25,000 and an RC45 to play with. That was the start of a really good relationship with Honda.

"We won the TT in 1995 for Honda with Iain Duffus and Joey was fourth – his best ever 600 result at the time. Working with Joey was great. We were in Duckhams colours then and I had a special set of leathers for him, but I didn't want to push him to wear them in practice – you've got to respect people as they are, and I knew he probably wouldn't want to. As long as he wore them for the race I'd be happy.

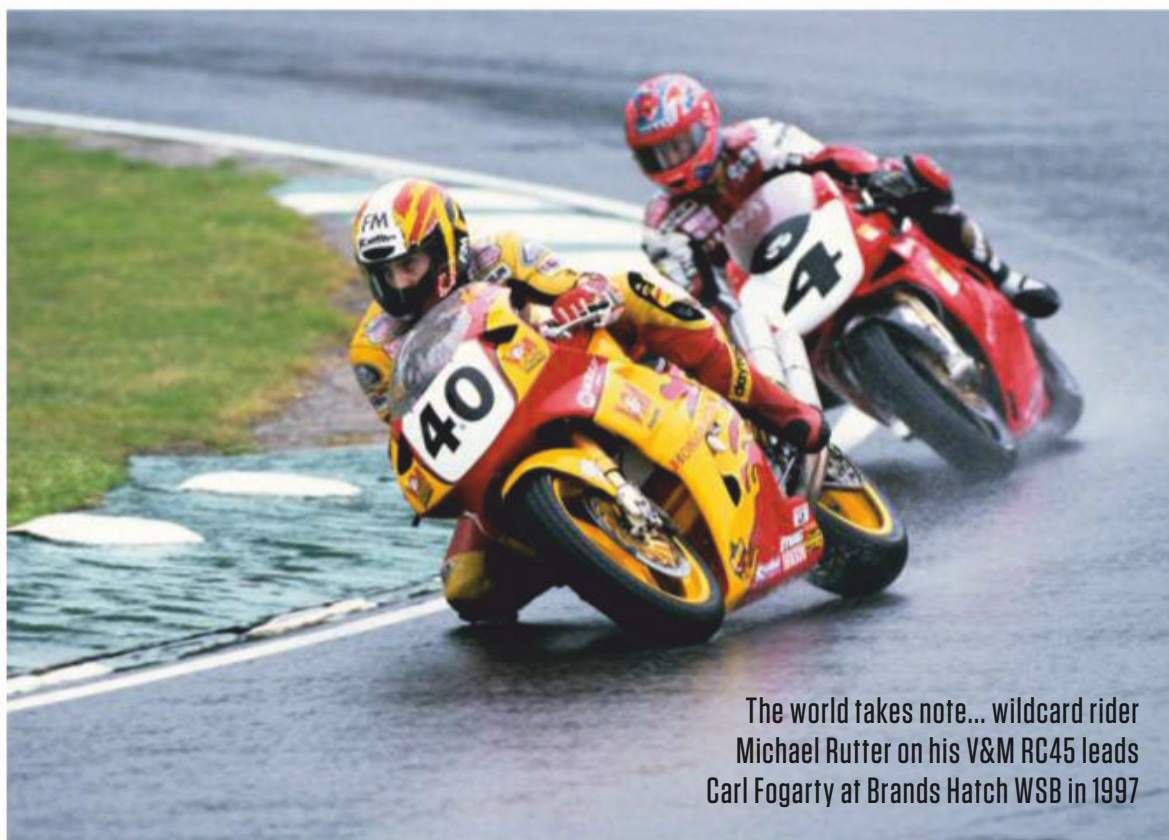
"He took out his 125 first, wearing his filthy green 🏍️"



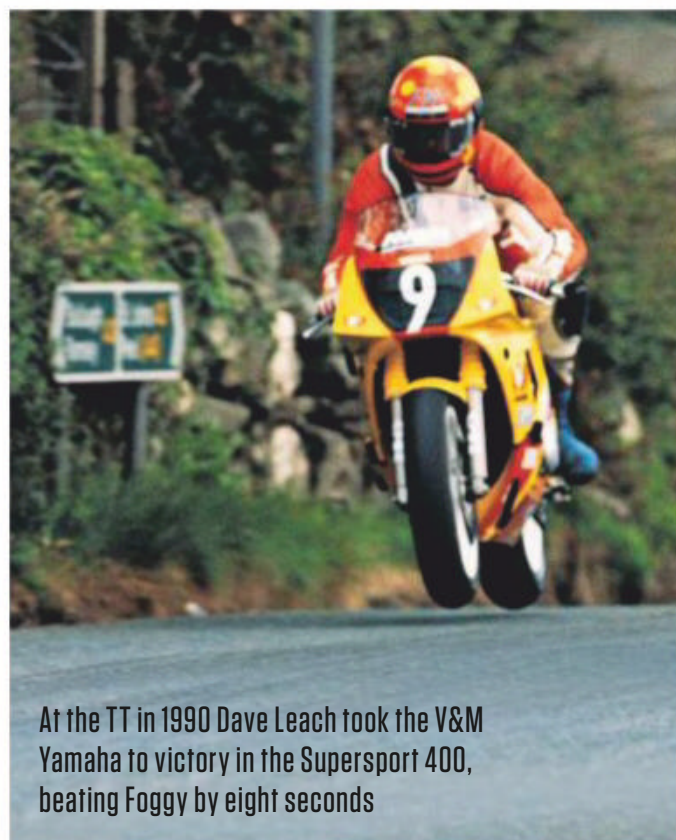
Iain Duffus won the 1995 Junior TT on a V&M Honda CBR600



Joey Dunlop leaps Ballaugh Bridge in 1995 on a V&M CBR600. His fourth place was his best on a 600 at the time



The world takes note... wildcard rider Michael Rutter on his V&M RC45 leads Carl Fogarty at Brands Hatch WSB in 1997



At the TT in 1990 Dave Leach took the V&M Yamaha to victory in the Supersport 400, beating Foggy by eight seconds

JACK VALENTINE

A life of fast engines



WHERE IT STARTED

When Jack and his mate Steve Mellor decided to take the plunge into full-time tuning, they set up a workshop in an old mill near their home town of Rochdale. It burned down in 1998 when the dyno caught fire.



MULTIPLE CHAMP

Because of his tuning prowess, it's easy to forget how good a drag racer Jack was. He won ten national and three European drag racing championship titles over seven years – all on V&M Racing machines, naturally.



MAGAZINE WORK

As Jack and Steve's fame spread, V&M were featured in dozens of magazines in the '80s and '90s. Several of their engines starred in machines featured in *Performance Bikes* – the one above is the infamous 'Mission Improbable'.

and white Kushitanis and then came in, stripped off in the pitlane and put on the Duckhams leathers. I couldn't believe it. He kept the leathers on while riding his other bikes, too. I think it was because he knew we built quality bikes, so he had some respect for us as a team and as engine builders.

"He was humble, too. He came in after one practice and asked for softer springs, but I wasn't sure about that – I said he'd be pushing harder in the race, so the current springs would probably work better. But we went with what he said – he was Joey Dunlop, after all – and he just lost out on a podium. He said afterwards: 'You were right, I should have stuck with harder springs'. He could have kept that to himself, but he took the trouble to tell me."

In 1996 V&M helped Ian Simpson to his first TT and Honda's trust in the team was proved the following year, when Jack was able to send Steve Mellor over to HRC to build the factory RC45 engine that Michael Rutter would use. "The frustrating thing was they had some really shit top retainers on the valve springs – they weren't machined from aluminium or titanium, it looked like they were stamped out. And they kept breaking in WSB, bringing the mileages down [between engine rebuilds]."

For a team without V&M's engineering and drag racing background, this might have been a continuing hassle. But not in this case. "Steve realised that GSX-R600 retainers would fit and we knew from our drag experience that though they were heavier, the engine would be fine. So we put them in, and they worked a treat – Rutter won both races in the NW200. Honda would have had a fit if they'd known there were Suzuki parts in their full factory engine, but they never knew. Michael would have won the TT too, but a piston broke on the last lap. It was so frustrating because we knew the pistons were right on their mileage limit, but Honda couldn't give us any more."

The relationship with Honda came to an end in 1998, when the manufacturer insisted on using the less-favoured Michelin tyres and then parachuted in a new team manager. At that point Jack decided that enough was enough, and V&M became independent once again.

So what next? Jack smiles, evidently relishing explaining the next chapter. "I knew DJ [David Jefferies] hadn't got a ride, and that he'd ridden a stock R1 with slicks round the TT course the year before at just shy of 122mph. I looked at the R1 motor and knew we could make it go a lot quicker, so I asked DJ if he wanted to ride one with our engine."

"All we did was have Maxton do the forks, put a Penske shock in the rear and adopted a drag mentality about the engine. We lightened and balanced the crank, beefed up the clutch because that looked weak, got some new conrods, fitted new cams and valve springs from the States and we



'DJ WOULD HAVE GOT THE LAP RECORD AS WELL AS THE WIN BUT HE SAT ON THE BACK WHEEL FROM CREG NY BAA TO BRANDISH'

were getting 180bhp. We knew that the factory Hondas were putting out 155bhp, so we were confident.

"The R1 was fast as hell and completely stable. We cleaned up at the North West, cleaned up at the TT – DJ would have got the lap record as well as the win, but he was leading by so much that he sat on the back wheel from Creg ny Baa to Brandish – and we cleaned up at the Ulster GP, where DJ set pole position in a novice jacket because he'd never been before. What a year! We put a stop to 17 consecutive Honda TT F1 victories, and after that everyone was on R1s. It was very satisfying.

"DJ was fantastic to work with. He was a proper hooligan. We were at our base in Coleraine [for the NW200] and DJ was supposed to come and meet us to do some PR stuff ▶



INTO ROAD RACING

In 1990 Jack retired from drag racing and V&M moved into the world of road racing. They made an immediate impact and were soon tuning bikes for Mick Grant's Durex Suzuki team, James Whitham (above) and Carl Fogarty.



THE HONDA YEARS

In 1994 V&M became a race team, and were just pipped to the British Supersport Championship. Honda UK were impressed, and asked V&M to run their race teams. Above, Joey Dunlop awaits the start of the Junior TT in 1995.



SUCCESS CONTINUES

This is Michael Rutter on his V&M RC45 in 1997. The highlight of that year was Rutter's extraordinary ride as a wildcard in World Superbikes at Brands Hatch – he came third, despite using the unfavoured Michelin tyres.



STILL RACING

Jack has managed numerous race teams in British and World Superbikes, and is still hard at work. He currently runs the Quattro Plant Kawasaki outfit in BSB and signed MotoGP rider Hector Barbera (above) earlier in 2019.



David Jefferies blasts over Ago's Leap at the 1999 TT on the V&M Yamaha R1. Much to Jack's glee, he blew away the factory RC45s

and manipulated. But there's none of that from Jack. He talks about them like a fan – the fact DJ was a free-spirited hooligan makes him grin, not grimace.

Jack pauses and sups his pint, his demeanour clouding. I know what's coming next: the downside of genuinely liking riders who race on the Isle of Man. By 2003 Jefferies was riding a GSX-R1000 for TAS Suzuki: "That was a horrible year, because we lost DJ. That was the terrible side of the TT. When the accident happened [DJ crashed on oil at Crosby] we knew it was either Jim [Moodie, who was riding for Jack], DJ or his team-mate Adrian Archibald. It was awful – they wouldn't give me any information in the pits, so we drove to the hospital and found Jim, who'd nearly been decapitated by wire from a downed telegraph

'WE KNEW THE HONDAS WERE ONLY PUTTING OUT 155BHP SO WE WERE CONFIDENT'

pole. He told us about DJ. Bloody sad. So bloody sad. He was a fantastic character."

Jack's a bluff pint-drinking Lancastrian to his toes, but he can't mask how hard DJ's death hit him, even now. He sighs. "I asked Jim if he wanted to pull out – I would have understood completely. But he wanted to race. So we had to regroup and carry on. It's what you do."

The waitress clears our plates, Jack orders another beer and points to a bag of photo albums he's brought from home. "Want to have a look?" It's a treasure trove of drag and road racing history, and we flick through, our moods lifting as Jack chuckles at '70s haircuts and his increasingly hardcore GS1000. It seems totally appropriate to end our lunch talking about the bike that started Jack down this path in the first place...

"I definitely had my money's worth out of that GS1000. When it finally blew its brains out at the end of York Raceway's straight at 126mph it had done 28,000 miles – I'd raced it, ridden round Europe, gone to TTs, won championships on it, the lot. What a bike." 🍷

for the local papers. He was late, so I rang him and he said: 'Oh shit, I forgot – I'm on my way'. He was on a KTM supermoto and we could hear him coming from miles away. Then he appears at the end of the driveway, which was a long, straight bit of road. So we're all standing there by the house and he does about 80mph down the drive and the press people start running. Then he hits the front brake and does a rolling stoppie for about 100 yards, dropping it down right in front of the press who are left. "Right," he says, "what do you want me to do?" I could see the local paper people looking at each other thinking: 'He's mad'.

"At one point he told me he'd ordered a Clio V6 [a hot hatch with a mid-mounted V6] and I told him I'd seen some reports from top drivers saying they were lethal. Obviously he took no notice of that and he wrote it off the first day he got it. That was DJ."

He was hard as nails, too. "I didn't realise that in the 1999 TT he had some cruciate ligament damage and on one of the practice laps he pulled in at Ramsey; we got a message: 'Rider OK', so I assumed there was something wrong with the bike. But he was putting his knee back in joint. He said later: 'Yeah, I moved it the wrong way and it came out, so I had to put it back in'. Bloody hell."

Listening to Jack talk about DJ, it's clear why he rarely has any trouble with his riders – he really likes and respects them. Talking to some team managers, you get the feeling they view their riders as unhinged necessities to be tolerated



ABOVE: 1999 was quite a year. Honda had won the last 17 F1 races – and with Joey on an RC45, they expected another. David Jefferies and Jack had other ideas. They won the Senior, too.

Motorcycle Pistons & Conrods



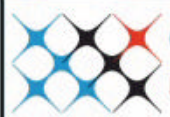
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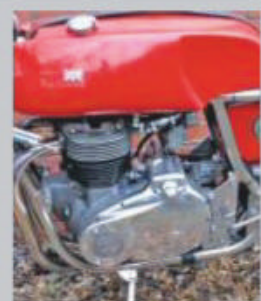
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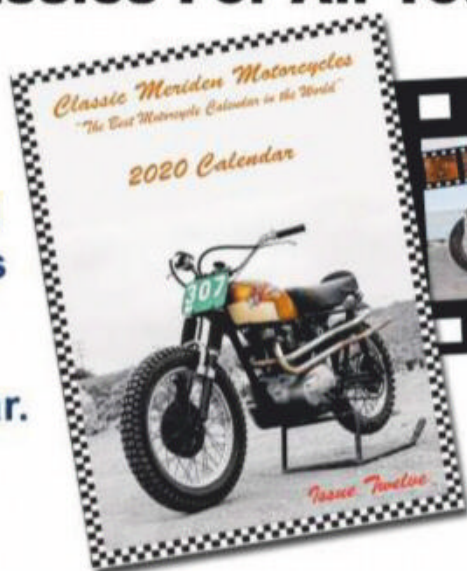
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It's a fine-looking thing, although quality control problems caused some buyers of early production examples to take another view...



BULTACO SHERPA T

Sammy Miller-inspired development ensured this Spanish two-stroke trials iron would put an end to British bike domination of the sport

WORDS AND PHOTOGRAPHY: PHIL AYNLEY



d'ELEGANCE



**'THE BIKE FEATURED HERE IS
ONE OF THE VERY FIRST PRODUCTION
BULTACO SHERPA T TRIALS BIKES
INTRODUCED IN 1965'**

Bultaco was founded in May 1958 by Francesco 'Paco' Bultó, who had previously been a director of established Spanish manufacturer Montesa. He had left after a boardroom disagreement with other directors over whether or not the firm should quit racing to save money after a costly move to larger premises.

Bultó always believed that sport promoted the brand, but when major shareholder Pedro Pemanyer (backed by the rest of the board) disagreed, Bultó quit, intent on focusing on other business interests.

However, when news of Bultó's decision reached the Montesa racing department, several of the technical staff and mechanics also decided to leave, persuading Bultó to establish a new company to build road bikes as well as competition machines.

The company name was a combination of his surname and his nickname, Paco – Bult-aco. The famous thumbs-up symbol on the Bultaco emblem came after Bultó saw British racer Dave Whitworth give the thumbs-up to his pit crew, meaning all was well.

In March 1959, Bultó launched Bultaco's first machine – the road-going 125cc Tralla (which, literally translated, means 'whip'), a piston-ported two-stroke single.

Bultaco would go on to produce a range of road and road-racing bikes, but it would become equally well known for its off-road competition machines in motocross, enduros, and especially observed trials.

The bike featured here is one of the very first production Bultaco Sherpa T trials bikes introduced in 1965. It would be a history-making machine as it brought an end to the British four-stroke domination of trials competition. The Sherpa was developed, it is said, in just 12 days by Bultaco together with the Northern Irish rider Sammy Miller, whose original bike featured an experimental engine developed by Bultaco's chief engineer Alberto Numen.

Sammy had been virtually invincible in trials competitions riding an Ariel four-stroke single – but, with two-strokes in the ascendancy, he took up the offer to join the Spanish company.

Numen's engine was known for its wide spread of power, but Sammy encouraged the adoption of a wider-

The 244cc single-cylinder two-stroke engine produced 18bhp at 8000rpm. Doesn't sound like much, but it's more than enough for a trials machine



ratio gearbox and an extra outboard flywheel for even more bottom-end torque, essential in the sport of trials.

The prototype bike also featured Telasco's long-travel suspension and Sammy used a Sherpa N chassis to test different yokes and head angles to perfect the set-up.

The production Sherpa T, with its 244cc (72mm bore x 60mm stroke) two-stroke, single-cylinder engine, fuelled by a small 24mm IRZ carburettor (*Cycle World* referred to it as 'peanut size' in their test), made 18bhp at 8000rpm and weighed just 92kg. The firm continued to use Ceriani-styled Telasco forks and Betor shocks.

Thanks to Sammy's work, the Sherpa T redefined trials, but the machine was not without its problems. At the time, Bultaco was plagued with quality control issues, so when the Sherpa T initially went into production, the owners who bought them faced a list of problems. Frame tubes, swingarms and yokes were prone to bending in the kind of crashes expected in trials competition, wheel bearings were not sealed and wore prematurely, chains stretched dramatically from new, and the four-speed gearboxes were unreliable.

But it was way ahead of the British bikes in terms of performance – and it wasn't long before the Spanish company got on top of quality control and Bultaco came to dominate the sport.

Riding Bultaco Sherpas, Sammy Miller won the World Trials Championship in 1968 and '70; the Scottish Six Days in 1965, '67 and '68; and the Scott Trial in 1967, '68, '69 and '70. Which all helped to establish the Bultaco name as a world-leading brand. ©

This bike was photographed at the Museu de la Moto, Bassella, Spain in September 2010.



Sammy Miller's signature adorns the bike, denoting the trials legend's involvement in shaping the Sherpa T's production spec

Sources: *Cycle World USA*; *Spanish Trials Bikes* by Don Morely; *Spanish Post-War Road & Racing Motorcycles* by Mick Walker; Wikipedia.



Nicely Patonated

In last month's *CB* we looked at the life of Italian designer Lino Tonti. This month we focus on his involvement with Paton, including the evolution of the firm's first bike in Verde Primavera – its famous green

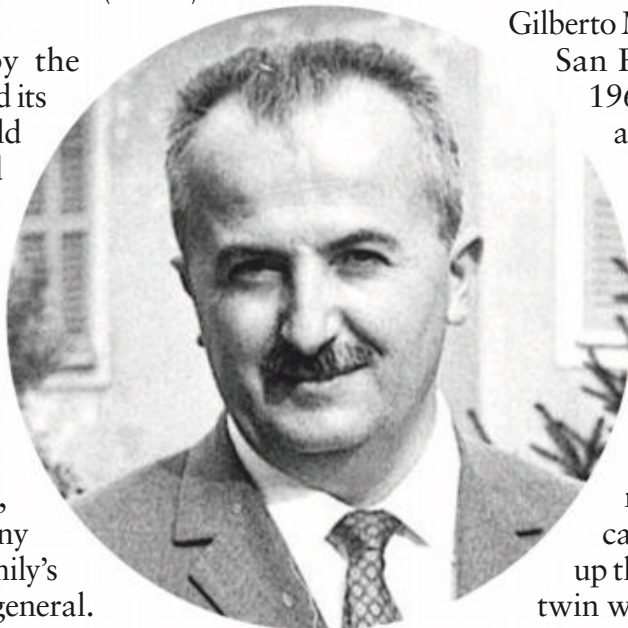
WORDS: ALAN CATHCART PHOTOGRAPHY: PHIL AYSLEY AND ALAN CATHCART ARCHIVE

Lino Tonti was an up-and-coming designer when he joined up with Grand Prix race mechanic Giuseppe Pattoni to develop the first Paton racing motorcycle in 1958. The machine was a spin-off from the demise of the Mondial GP team; Tonti had joined Mondial as chief engineer Alfonso Drusiani's assistant in 1956. There he was responsible for developing the potent double-overhead-cam singles which won those two world championships in 1957, in the hands of Tarquinio Provini (125cc) and Cecil Sandford (250cc).

The Italian marque owned by the aristocratic Boselli family then joined its Gilera and Moto Guzzi fellow world champions in pulling out of road racing, when Count Boselli made the Mondial race team redundant. While Gilera and Moto Guzzi were large concerns which had decided to eschew racing to concentrate on propping up their road bike sales (under threat from a combination of the Fiat 500 and the increased consumer affluence of post-war Italy), Mondial was a very different company – run very much as an outlet for the family's enthusiasm for racing, and bikes in general.

"Winning two world titles was the fulfilment of all my dreams," recalled Count Boselli 25 years later. "It seemed the perfect moment that I knew could never be repeated. Having achieved such success, we could only lose it if we continued racing. So I decided to stop."

However, the classy Count not only paid the members of his title-winning team a handsome bonus, he also allowed Tonti, in conjunction with Sandford's race mechanic Pattoni, to have access to the Mondial racing department to continue racing under the Paton (PATtoni/TONTi) name.



The first Paton debuted at the Cattolica street race on the Adriatic coast in April 1958, ridden by Silvano Rinaldi. It was essentially a 175cc single-cam Mondial production racer; the engine had dimensions of 62 x 57.6mm and was topped off by a Tonti-designed twin-cam cylinder head with gear-driven cam drive up the right side of the engine. It produced 22bhp at 11,000rpm.

Several of these were raced successfully, with Jacky Onda winning the French national title on a 175 Paton twice in 1959-60, and future Aermacchi GP star Gilberto Milani taking victory in the prestigious San Remo post-season international in 1961. A twin-cam 125GP version was also made, with its 53 x 56.4mm engine delivering 18bhp at 11,500rpm. A dozen or so were built, including two supplied to British millionaire Stan Hailwood for his 18-year-old son Mike to ride in his inaugural TT in 1958, where he finished seventh despite being at least six inches too tall for the tiny bike! These first Paton singles established the marque as a contender in the smallest capacity classes, but its attempt to move up the capacity scale with the debut Paton twin was less successful.

In 1955 Mondial's Drusiani had produced a prototype dohc parallel-twin 250 with central-gear cam drive that was bulky and overweight, and was never raced. In 1957 Tonti was assigned the task of improving it via a comprehensive redesign, with a view to having it ready for the 1958 season as a replacement for the new-for-'57 250GP single (whose development he had fast-forwarded into contention for the world title). His success in providing Sandford with a championship-winning bike, and Count Boselli's subsequent withdrawal from racing, meant

LEFT: Lino Tonti developed the first Paton race bike in conjunction with Giuseppe Pattoni in 1958



LEFT: Originally designed as a Mondial, the first Paton 250 twin debuted in the 1959 Italian GP at Monza, but didn't finish

FAR LEFT: Unraced Mondial 250 twin was redesigned by Tonti as a Paton after Mondial's withdrawal from racing



ABOVE: Revised 250 Paton finished third in the 1964 IoM Lightweight TT ridden by Alberto Pagani

‘THE DEBUT PATON WAS STILL VERY MUCH A WORK IN PROGRESS WHEN TONTI LEFT IN 1959, TO GO TO BIANCHI’

this 250 twin was stillborn a second time around, so Count Boselli gifted it to Tonti and Pattoni as the basis for the first 100% Paton motorcycle.

Tonti redesigned the cylinder head, which shed further weight, and created a curious-looking tubular steel frame – but the bike still weighed 128kg when raced in the 1959 Italian GP at Monza by Giampiero Zubani, who broke down. To put the weight issue into perspective, the five-time world champion Moto Guzzi 350GP single weighed just 99kg with full dustbin streamlining!

This debut Paton was still very much a work in progress when Tonti left that same year, after being hired by Bianchi as chief engineer. Although he was designing military and street bikes, he would also produce a trio of 250, 350 and 500cc parallel-twin GP racers that were uncannily similar in overall design to the Mondial-Paton 250 twin!

“I was disappointed he left, but I quite understood why he had to do so,” Pattoni once said. “The motorcycle industry was on a downward spiral, and nobody could refuse an important job like that.”

On his own, Pattoni earned a living working for a Lancia car dealer in Milan, in charge of the service department. But fate was kind to him, for the firm was bought by Giorgio Pianta, a successful touring car driver and future team manager of Alfa Romeo’s factory race division.

As a racer himself, Pianta recognised Pattoni’s commitment to the competition cause, and allowed him to set up a Paton race workshop in the back of the dealership. There the man nicknamed ‘Peppino’ worked after hours on his Paton motorcycles, moonlighting his way to the Grand Prix grid with bikes created in his spare time.

In 1963 Pattoni produced a much lighter, physically smaller, dohc 250cc parallel-twin Paton, which retained the same 53 x 56.4mm engine dimensions as Tonti’s Mondial-derived bike, but could be revved to 12,200rpm, where 32bhp was on tap. More to the point, the engine was much slimmer than Tonti’s 250, as well as lighter at 123kg (with oil, but no fuel).

This was the first Paton to wear what became the marque’s trademark green livery – Verde Primavera was the default colour for Italian delivery vans and trucks in the 1960s, so paint supplies were inexpensive and easily available!

After debuting in the springtime Temporada di Primavera seaside races that April, finishing sixth at Cesenatico, the new Paton 250 was ridden in 1964 GPs by Alberto Pagani,

BELOW: 1967 ex-Billie Guthrie Paton 500 was fourth in the 1969 World Championship



netting a remarkable third place in the Isle of Man TT by outlasting the works Hondas and Yamaha, Suzuki and MZ two-strokes – albeit 18 minutes behind winner Jim Redman's Honda four.

This established the format for all future four-stroke Paton parallel twins, with a 180° crank, heavily-finned vertical cylinders with central gear drive between them to the twin overhead camshafts, a six-speed gearbox with gear primary drive and dry-sump lubrication provided in typical Italian fashion via a long, finned receptacle beneath the crankcase. Peppino's bike even featured a side-loading gear cluster – a remarkable feature for the time, which enabled internal ratios to be quickly changed, just as on all GP bikes today.

In turn, the 250 Paton spawned a 350cc version, which debuted at Vallenga in 1965 in the hands of Gilberto Parlotti, then found its way to Britain where it was briefly owned by Mike (now Michelle) Duff, before being bought by Liverpool car dealer Bill Hannah for his sponsored rider Fred Stevens to race.

This was the start of Pattoni's most fruitful period, for Hannah was so impressed by the performance of the 350 twin that he encouraged Peppino to build a 500cc. This duly appeared in the spring of 1966 in Stevens' hands, leading to a glorious day in Ulster in 1967, when Fred won both 350 and 500cc races at the North West 200 on the Hannah-Patons. He finished sixth in the 500cc World Championship that year.

Both bikes had a very compact build, including a mere 1280mm wheelbase, which made the handling very lively over bumpy surfaces, but also delivered improbably fast handling for a 350/500 twin. When Stevens retired from racing to become a Jehovah's Witness missionary, his replacement, Billie Nelson, was invariably a contender with the British singles for the honour of first privateer home in late-'60s Grands Prix.

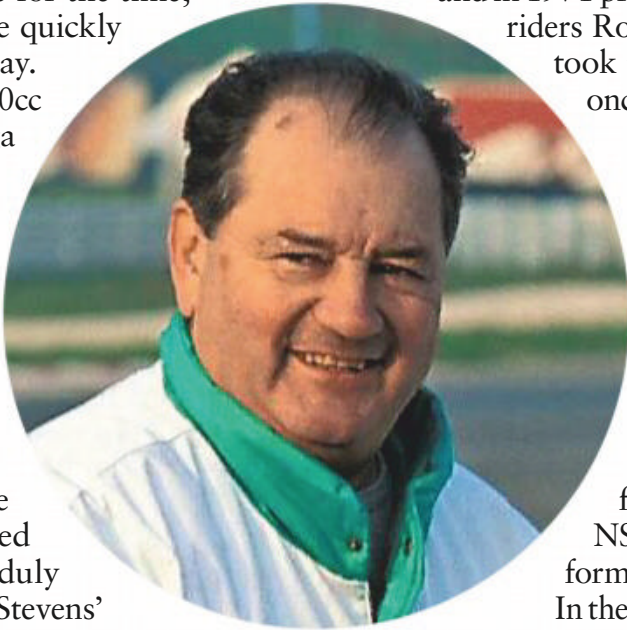
The Paton should have become the best bet for privateers in the Continental Circus, but Pattoni was never the most commercial of men, and although he built and sold a total of ten four-stroke twins over a six-year period, he never did so with much of a business head. Indeed, it was after being badly stung financially by shipping two bikes to Algeria against payment by what turned out to be a forged bank draft, that he was forced to slim down his GP racing operation. He concentrated instead on preparing CB500 Honda fours for 1970s Italian production-based events.

Still, he continued developing the Paton 500GP twin, and in 1971 produced an eight-valve version which riders Roberto Gallina and Virginio Ferrari took to leaderboard finishes against the oncoming two-stroke tide.

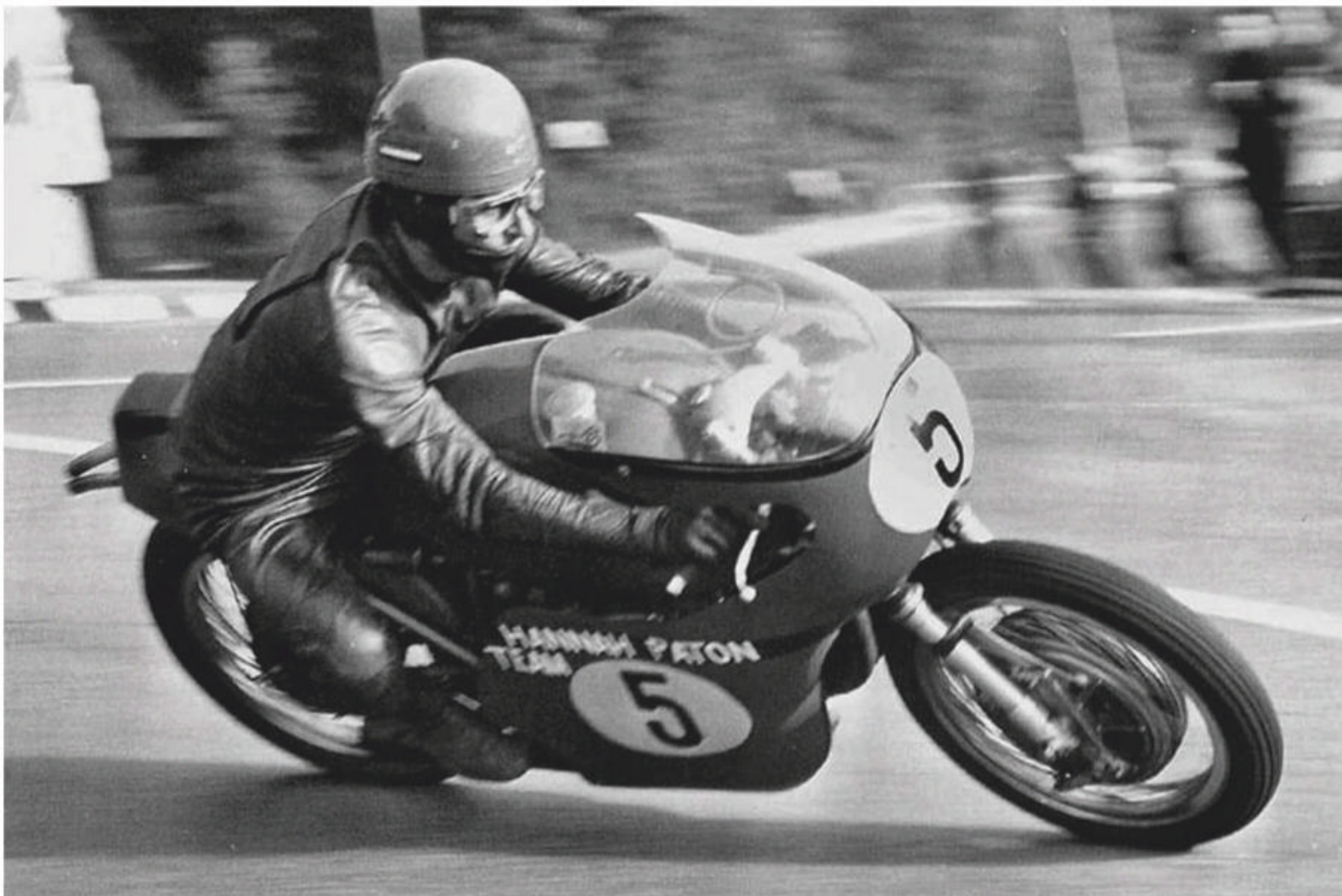
But, unlike many of his four-stroke contemporaries, Pattoni was able to move with that tide, and in 1980 produced a new and innovative two-stroke Paton 500 – a single-crank V4 design with the outer cylinders angled at 90° to the inner pair. Four years later, Honda paid him the compliment of copying this unusual format when producing their first four-cylinder two-stroke, the NSR500. Imitation is always the sincerest form of flattery!

In the hard-headed world of modern Grand Prix racing, Pattoni was destined to become a much-loved reminder of all our yesterdays – a humble man working out of a backstreet garage, racing against the rich and powerful MV team of Count Agusta. In true fairytale fashion, he even beat them occasionally, as when Angelo Bergamonti won the 1967 Italian 500cc Championship on his Paton twin.

Peppino was someone who literally devoted his whole life to what amounted to his hobby. He was armed with an enthusiasm and dedication so contagious that his son Roberto joined with him to compete against Honda, Suzuki and Yamaha with a Bimota-framed 500cc V4 two- ➤

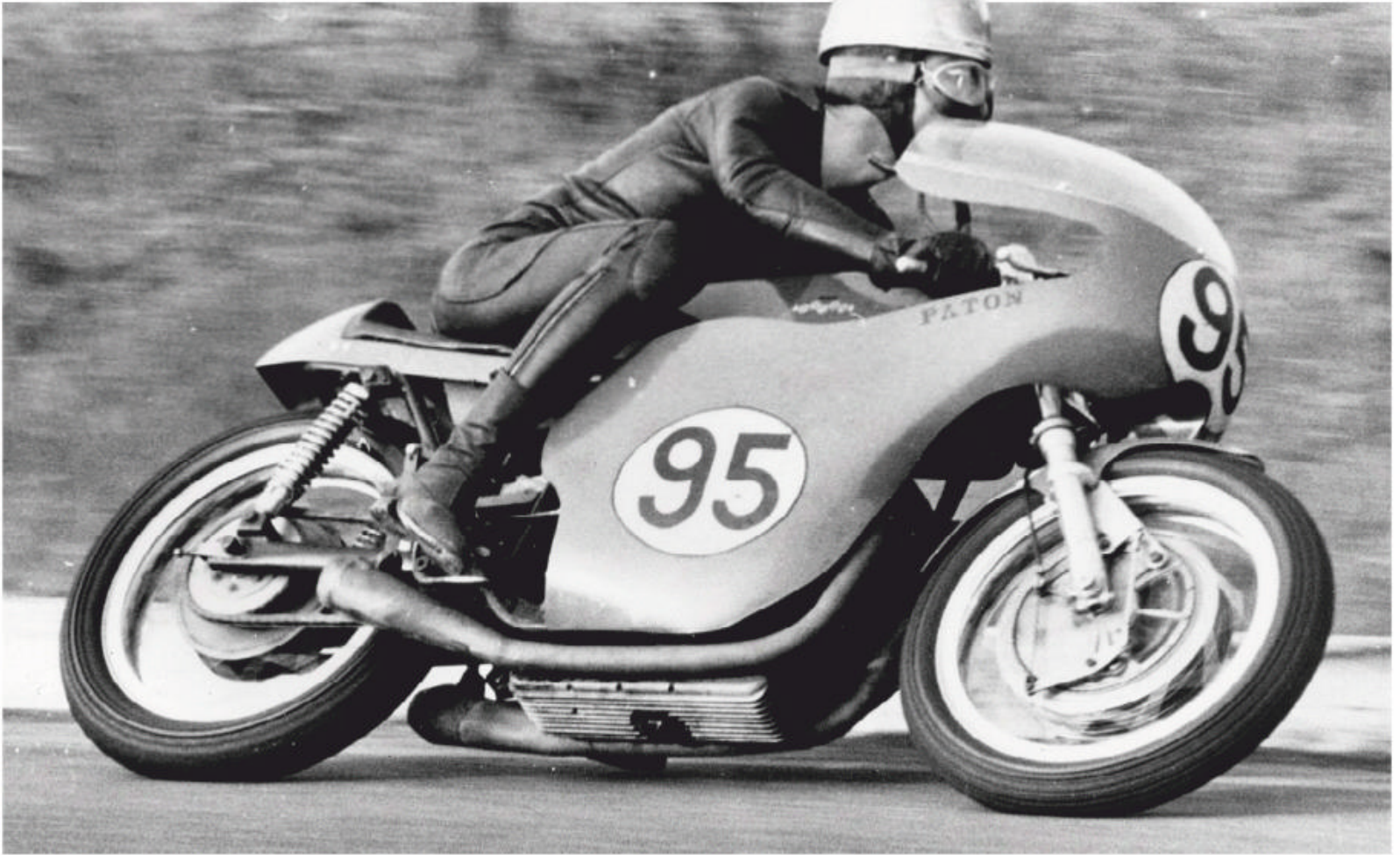


LEFT: Giuseppe Pattoni ('Peppino' to his friends) dedicated his life to building his distinctive race bikes from 1958 to his death in 1999



LEFT: Fred Stevens on a Hannah-Paton 500 in the 1967 Isle of Man Senior TT

RIGHT: Angelo Bergamonti on a Paton 500 in 1967



‘PATTONI WAS A HUMBLE MAN WORKING OUT OF A BACK-STREET GARAGE, RACING AGAINST RICH AND POWERFUL MV’


stroke contender they’d created themselves, in their dimly-lit garage backing on to a railway line in a decidedly insalubrious suburb of Milan.

Vittorio Scatola brought tears to Peppino’s eyes at Misano in May 1988, by winning the Italian round of the 500cc European Championship on the Paton against a full grid of privateer Suzukis, Yamahas and Hondas – the last-ever race victory in a 500cc race for a Paton, albeit ironically painted for the first time ever in uncharacteristic red and white colours, thanks to one-off Avia petroleum sponsorship.

This victory underlined the Paton’s worthy challenge to

the products of far larger teams and established manufacturers – a fact recognised by the many people in the Grand Prix paddock, like Yamaha GP engineering guru Kel Carruthers and HRC boss Youichi Oguma, for whom Peppino and Roberto and their achievements were the object of deep admiration. This explains the set of exotic, tricked-out Keihin carburettors, specially developed for the Honda NSR500, which happened to appear on the similar-format 500 Paton around that time...

Inevitably, the Paton 500GP race effort eventually petered out – and it was only after his death, at the age of 72, in 1999 that Pattoni’s dream of seeing his bikes become serial race winners actually came true. This happened after his son Roberto, himself aged 57, dusted off the designs for the eight-valve version of the 500 Bicilindrica that Peppino had penned in 1968, in order to resume manufacture of further examples of it for use in classic racing, which had by then expanded globally.

The first of the 34 examples that have been constructed to date of these *continuazione* recreations – not replicas, since these are simply a continuation of manufacture of the old Paton 500cc race bikes – was built in 2004. Since then, the green Italian twin (costing upwards of 90,000 euros depending on specification) has replaced the ultra-short-stroke modern-day Manx Norton and Matchless G50 ‘supermonos’ as the weapon of choice at the highest level of classic racing worldwide. In fact, it has been repeatedly victorious at the Isle of Man Classic TT in five out of the past six years from 2013 onwards, most recently with TT legend John McGuinness aboard. 

RIGHT: Vittorio Scatola on the Avia Paton with Peppino beside him at Misano in 1988, before winning the Italian round of 1988 European 500 Championship. The bike was in unusual red-and-white livery due to the Avia sponsorship



NEXT MONTH

The Bianchi connection, where Tonti won the company an Italian Army contract and was then given a budget to develop a 250 twin racer.



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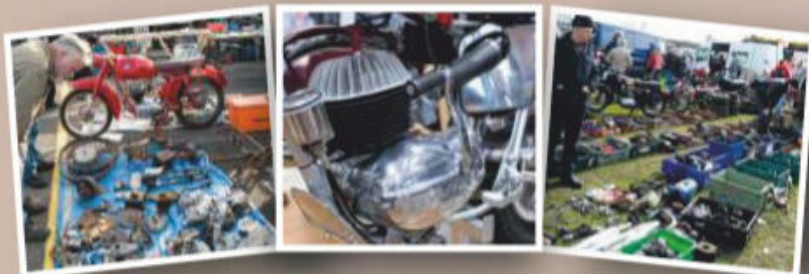
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FABRICE BAZIRE

This Frenchman loves the dirt – and his wonderful motorcycles are a lesson in 1960s and '70s off-road racing

WORDS: CHRISTOPHE GAIME PHOTOGRAPHY: ALEXANDRE KRASSOVSKY, BRUNO BERBESSOU

Fabrice Bazire is revered in pre-65 motocross circles. Not only does he have an amazing collection of bikes, he also organised the first-ever classic motocross event in Normandy – the so-called Norman Scramble – some 30-plus years ago, when he was just 30 years of age.

For years it was a huge event, but these days Fabrice is one of only a handful of pre-65 protagonists in France – although he remains one of the most active worldwide.

Fabrice says: “It’s sad that today there are only three or four pre-65 motocross motorcycle races in France. At one time there were so many and it was so easy for someone to buy a bike, join in the fun, relive their youth and race on traditional-style circuits – but then all our tracks became so technical, with supercross-style jumps and rhythm sections to suit the modern bikes. There was nowhere to race the classic bikes any more.”

The lack of action in France hasn’t stopped Fabrice, though; he has continued to either collect or build classic dirt bikes and is prepared to travel anywhere in Europe – including Britain – to enjoy racing them.

Fabrice’s bikes are stunning – and often noteworthy machines. Like his Lito. “I bought it from a guy in Sweden called René Klym back in 1987, he says. “The bike was rotting in his garden.”

One year after he acquired it, Fabrice had restored the bike and was racing in it British Pre-65 scrambles. Through his racing, he had many Swedish contacts within the scene and was able to buy an ex-Bill Nilsson Husqvarna. Nilsson was twice 500cc World Motocross Champion, in 1957 (the first year of the 500 world series) riding a converted AJS 7R, and again in 1960 on the Husky.

A few years later, he raced a Monark he had built

European Union: Frenchman
Fabrice's Swedish tracker
showcases the best of British



1960 Belgian MX GP:
Bill Nilsson's Husqvarna
on its way to a world title



Sten Lundin, 1958 Motocross
des Nations, on a Monark,
the spiritual predecessor
of Fabrice's tracker

with a Hedlund replica engine, re-manufactured in Sweden.

On reflection, Fabrice was working his way backwards through the original and glorious history of Scandinavian motocross. At the end of the 1950s, racer Ove Lundell used engines prepared by Nisse Hedlund to create the Monark 500. Swede Sten Lundin finished third in the world series in 1957 and 1958 riding the Monark, and finally won the championship in 1959.

Monark quit shortly afterwards and the Hedlund-powered bike was renamed Lito after the support of a Swedish industrialist. Although Lito produced just 21 motorcycles, Lundin took back his title in 1961.

At the same time, Hedlund had been selling engines to Husqvarna – and that's what Nilsson was riding when he won the 1960 title.

Another Swede, Rolf Tibblin, would win the 1962 and 1963 titles to complete five years of Swedish domination of the championship. It would be British star Jeff Smith who finally broke the stranglehold when he won the 1964 championship on a BSA.

Swedish tracker

Not content with three stunning motorcycles, Fabrice decided he wanted a flat-track-styled bike in his collection. As the Monark was essentially a replica, he decided to strip it down and use the replica Hedlund engine as the basis of his special – the sister bike to his Nilsson factory crosser, which Husqvarna might have built if they had gone dirt track racing in the States to promote their brand.

Fabrice mated the Hedlund single to a BSA gearbox and Norton clutch, and opted for a 32mm Amal concentric carb. Much of the rolling chassis is British, too: a BSA Victor frame, converted to rigid rear end to accentuate the 1960s dirt-track look, echoing the style of bikes like Dick Gunter's Goldie or Dick Mann's amazing Matchless G50.

BSA forks sit in a custom bottom yoke, but the top one is an Ariel part. The tank is from a BSA Victor with modifications, the rear wheel is from a Gold Star, while the aluminium front wheel was built by Adrian Moss.

Big-bore Catalina

Fabrice's preoccupation with American racing history extends to an interest in the 1960s and '70s desert races.

"In the United States, there were loads of amateur racers with motorcycles they had modified to suit their riding styles to race in the desert. The guys were not necessarily wealthy, but the bikes were more colourful than in Europe and always inspired me."

The urge to build another bike after the tracker was too much and Fabrice began creating his take on the traditional desert sled – a 1973 Triumph 750 motor in a 1950s BSA A7 frame. Surely this was something of an anachronism?

"Not at all", he argues. "This kind of bitsa special was raced well into the '70s at Baja and the earlier Catalina GP."

Most people will have heard of the Baja desert races, but the Catalina Grand Prix is maybe less known. The off-road event was held annually between 1950-58 on the island of Santa Catalina off the coast of Los Angeles, with racing divided into two classes: up to 250cc and over 250cc.

The race was revived for 2010 and was a sell-out in terms of entries and attendance, but has not been run since. Much to Fabrice's chagrin.

"My goal was to ride in the second revival of the Catalina event, but after such a great event in 2010 there was no follow-up. It took me a year and a half of work and a budget of 7000 euros, but at least the bike is ready if they ever decide to run the event again."

Fabrice wanted to build the most useable Triumph motor he could – and that meant converting the T140 Bonnie to a single-carb head. But rather than buy a TR7 head, he used the existing T140 one and created special spigots onto which he could bolt the single carb manifold. 🏍️



**'MUCH OF THE HEDLUND-ENGINEED TRACKER'S ROLLING CHASSIS,
SUCH AS THE BSA VICTOR FRAME AND FORKS, IS BRITISH'**



Hedlund single
is matched to a
BSA gearbox and
Norton clutch



Scrambling spirit
of the 1960s and
'70s is alive and
well in France



ABOVE: Fabrice's collection is an homage to Husky, including this ex-Bill Nilsson machine

"My friend Jean-Pierre Gibaux helped with the welding work. The single Amal carb makes the engine so much more flexible and useable on the dirt," he says. The motor internals are standard, with new components fitted, but Fabrice went with electronic ignition.

He fitted 1972 Husqvarna forks ("better than the standard Triumph and cheaper than a Ceriani," he says), and has opted for German Bilstein shocks with Girling springs.

But the bike also bristles with parts that Fabrice has fabricated: "It was necessary to make templates for the engine plates and fabricate them in the aluminium, along with a bashplate," he says. "I made the rear brake pedal, but then raided my BSA spares for a Gold Star scrambler rear wheel and seat, Gold Star Clubman front wheel and Catalina tank. I went to Armours for the exhausts, then Rickman for footpegs and the rear wheel."

Spirit of Sten

The upsurge of interest in sand drags at events like the Race of Gentlemen in the States and Pendine in Wales captured Fabrice's attention. So much so, that he built his own bike based on a Greeves rolling chassis – but with a JAP single-cylinder motor.

"After my TriBSA Catalina and the flat-track Husqvarna, I wanted to build a sprint machine on the ground. Sprint racing on tarmac has existed for a long time in England and Northern Europe – but I like the fact that it can also be played out on a beach, and the Pendine races inspired me to build something.

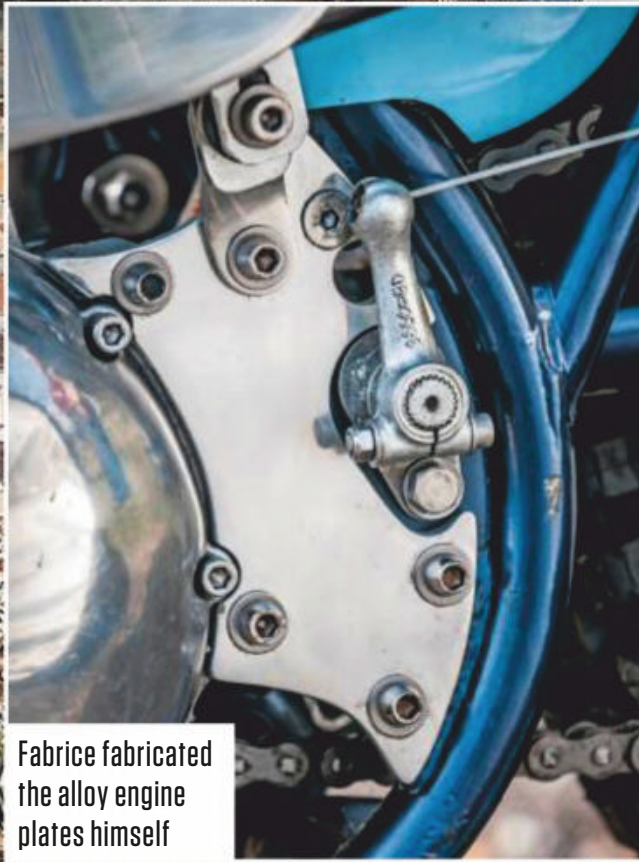
"It absolutely had to be a JAP 500 engine. I went down to Toulouse to buy a motorcycle that was being used as a decoration object in a pizzeria! It was a Rotrax-framed speedway bike – a machine that came from the Bordeaux

RIGHT: Catalina GP bike is ready and waiting for the next running of the revived event

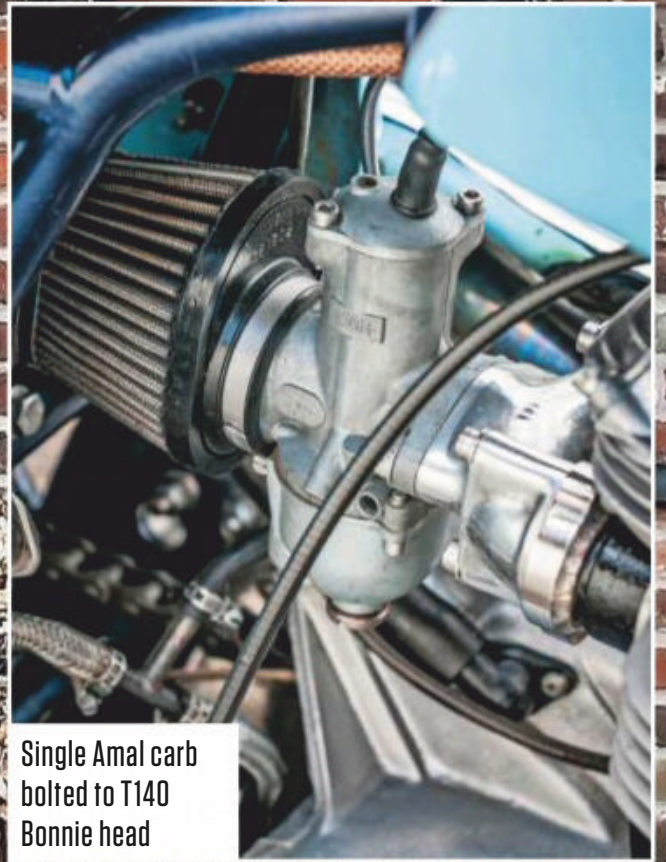


RIGHT: His love for the brand extends beyond powered two-wheelers...



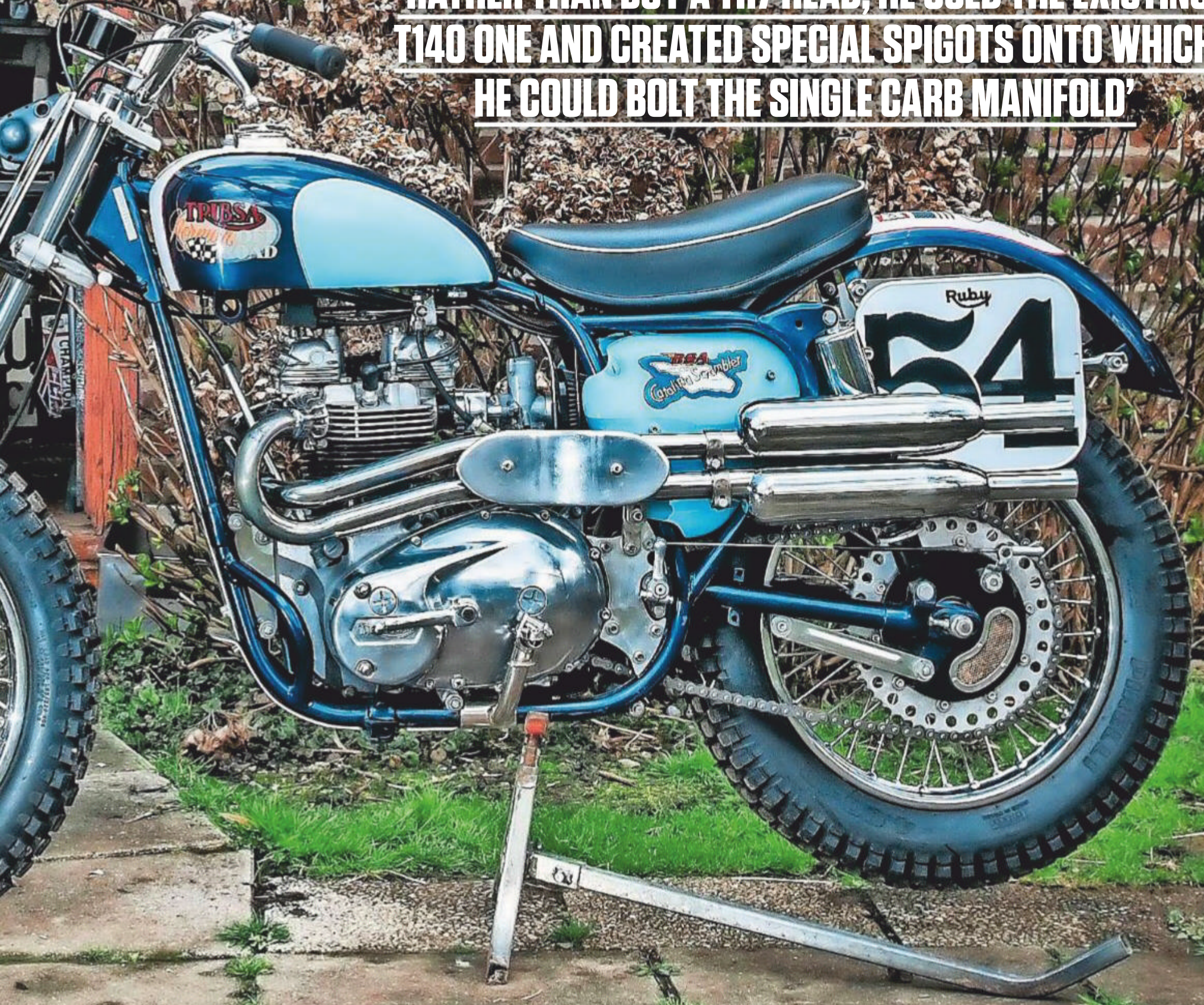


Fabrice fabricated the alloy engine plates himself



Single Amal carb bolted to T140 Bonnie head

'RATHER THAN BUY A TR7 HEAD, HE USED THE EXISTING T140 ONE AND CREATED SPECIAL SPIGOTS ONTO WHICH HE COULD BOLT THE SINGLE CARB MANIFOLD'





ABOVE: Fabrice's interior design tastes somewhat reflect his passion



RIGHT: Pendine racer's Type 27 Amal carb was a lucky find



region, which is the only area in France where the sport really enjoyed any kind of popularity."

As soon as he got the bike home, Fabrice stripped the engine out of the frame for a complete overhaul with the help of his mate Jean-Yves Titaire.

"We realised that it was very healthy. The 1960s engine, with magnesium cases, featured a Mahle high-comp piston and ran on methanol. I still gave it new bearings and seals, but as my friend Julian Wigg (former top British grasstrack racer on a JAP) said, this is an engine that still flies!"

Fabrice had strong ideas on what chassis he wanted to put the engine into. "In the '60s, I rode trials with a Greeves and was fascinated by the front of the cast aluminium frame, the swinging fork and the finned hubs. After some fruitless research for a chassis in England, I found one in France, owned by the boss of a transport company who even delivered the chassis to my house."


The first job was to modify the frame to accommodate the JAP engine and AMC gearbox – a much bulkier combination than the original two-stroke Villiers single. "The frame had to be cut and lengthened by 20cm, and then I had to make special engine plates," he said.

Fabrice then fabricated his own tank cover in aluminium (the same material used to make Bugatti dashboards), but the fuel tank itself has a slightly less noble derivation – it was an aluminium thermos purchased from Ikea!

The saddle and rear bodywork are a tribute to two more of Fabrice's friends – the Rickman brothers. He adapted an Avon-shaped Métisse bodywork, originally made by Holtworks. The saddle was from a leatherworker in Rouen.

When the bike was almost finished, Fabrice encountered a big problem – sourcing a carburettor. "I wanted an Amal Concentric. Normally these engines were running with an Amal Type 27 double float bowl – but since Brough Superior uses the same model carb, prices have become inflated and it takes around 2000 euros minimum to buy one! Luckily, my Scottish friend, Andrew Johnstone, found me one.

To finish the bike, Fabrice used American-made levers and picked an Avon 21in ribbed front tyre and Vee-Rubber 18in trials tyre on the rear.

"The Greeves-JAP is ready to go against the British rivals at Pendine," says Fabrice. That's fighting talk... 

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Triumph-mounted Bud Ekins
at the 1956 Catalina. Turn
to page 28 to read about his
involvement in *The Great Escape* jump

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Sometimes 'simple' can be too simple to understand

Rick's Fixes

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RICK'S PATCH

Put it down to experience

Rick gets deep and meaningful on the subject of knowledge – all inspired by an oil pump

'No sense getting older if you don't get wiser.' Well, I think I've cracked it. This Indian oil pump wasn't pumping. It has a rotating drum with two spring-loaded plungers sticking out of the end. They draw in and expel oil from two ports in opposite sides of the barrel that pass the tank supply and the feed to the engine.

The plungers are operated by a 'swash plate' – a stationary disc slanted to act as a face cam. Pivoted, like an inn sign, a screw adjusts the angle of the disc to increase or reduce plunger travel and thus supply. If the disc were level, you'd get no oil – but it wasn't and nothing was



WHO IS RICK?

Rick Parkington has been riding and fixing classic bikes for decades. He lives and fettles in a fully tooled up shed in his back garden.

broken, so I couldn't understand why on earth it wasn't working.

Ah, but – like that inn sign – the disc can pivot both ways. An over-long adjuster screw that had been wound in too far, had pushed it 'beyond zero' – the high side was now the low side, so the pump was blowing instead of sucking as it passed the oil supply.

Ha, simple. But the thing is, I found some notes I'd made about these pumps 20 years ago. Dear me! I'd got the adjustment bit right – but only by luck; I obviously hadn't a clue how the pump really worked. But I wouldn't say I'm a 'better mechanic' now than then, so what's changed?

This was the first total-loss pump I encountered. I think I was too hung up on post-war high-delivery systems to get my head around it. Since then, I've worked on so many different 1920s bikes that I have a much wider understanding. Knowledge has depth and breadth. Depth makes the expert, but it's breadth based on experience that will guide you through the unfamiliar – and that's what you gain over the years.

'BREADTH BASED ON EXPERIENCE WILL GUIDE YOU THROUGH THE UNFAMILIAR'

ILLUSTRATION: IAIN@1000WORDS.FI

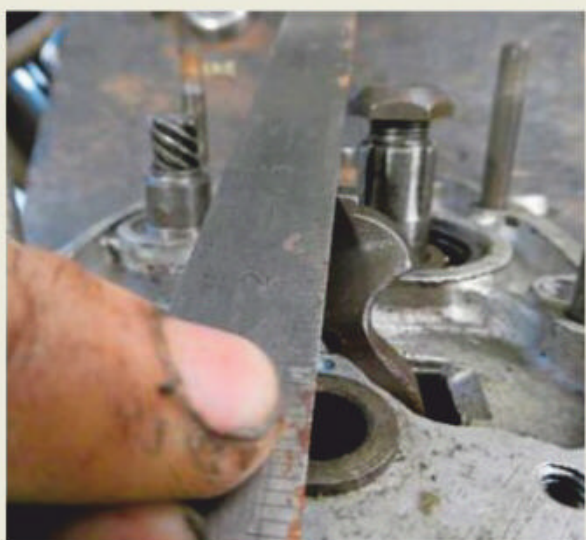
HOW TO Index a BSA Gold Star gearbox

The reverse camplate for the RRT2 gearbox keeps the up-for-down change pattern the same with the pedal reversed for rearset footrests



1 Aligning the dots as seen here indexes the standard set-up, but for the reversed camplate the manual suggests 'trial and error. Great!

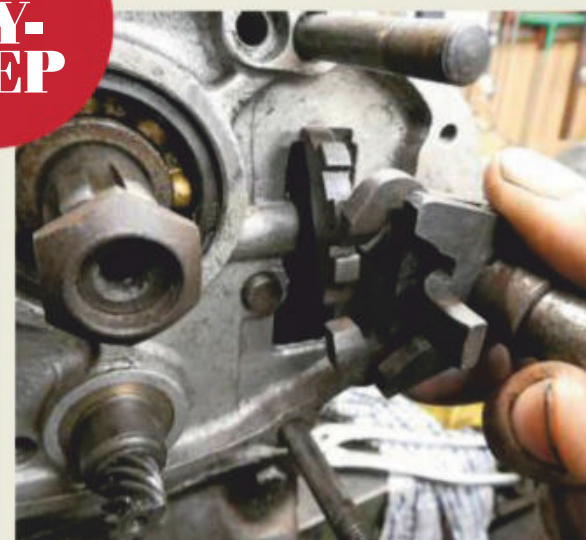
**STEP
-BY-
STEP**



2 Seems to me, that if you plot a line through the centre of the pedal and casing dot and follow it through to the quadrant tooth...

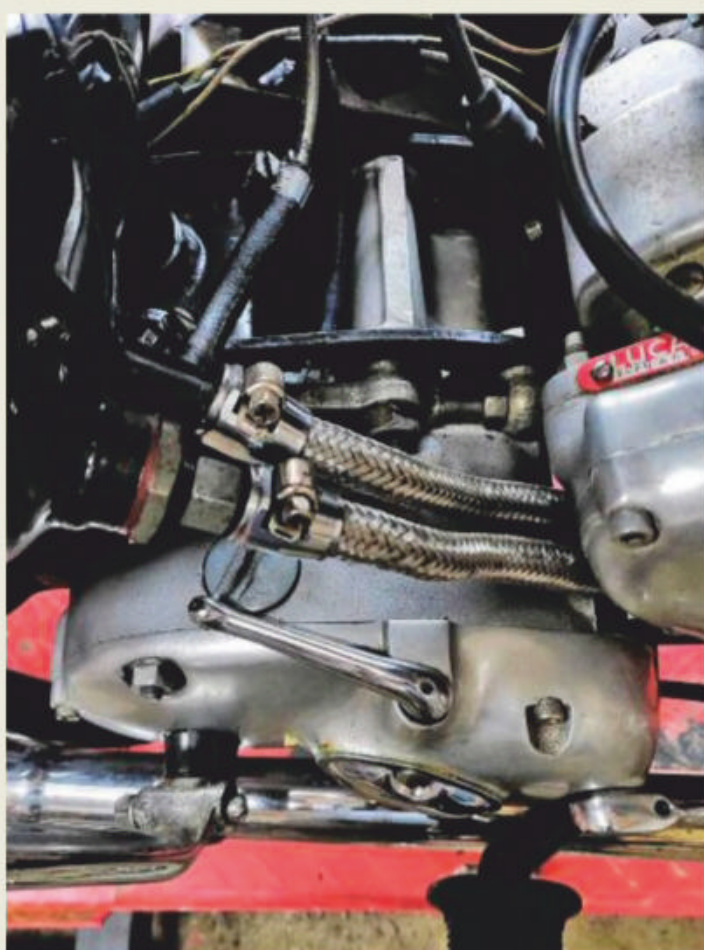


3 ... then swinging the quadrant so that line now aims at the same place on the tooth at the opposite end of the quadrant surely it should be right.



4 It certainly seems to work on the bench anyway – maybe I'll wait until I've tested it out on the road before I go painting in my own dots!

THE BIG FIX



Triumph clutch arm angle aims inward – but as much as this?

A clutch of questions

Martin Collyer adds his name to the list of Triumph clutch problem sufferers. He can't stop his 1961 TR6 crunching when he puts it into first, despite setting the tickover as low as possible. He asks three questions: what is the exact depth the spring nuts should sit, is it worth setting the pressure plate level with a dial gauge and should the operating lever at rest be parallel with the centre line of the bike, because his isn't?

Firstly, the nuts should be about level with the surface of the pressure plate, but that's really a starting point and depends on the length of springs, cup and screws being correct; plus if the friction plates are worn, the clutch pack becomes thinner, reducing the spring preload, meaning the springs need to be wound in further. A dial gauge isn't necessary, so long as the pressure plate spins pretty level to the

eye when withdrawn, and turning the kickstart it should be fine – again, it's not a precise science.

The arm angle is a good point. On Triumphs the arm does angle inward to suit the angle of the cable – but, from memory, Martin's looks a bit further than usual. This can be adjusted with the pushrod adjuster under the chrome-plated cover. I would have a look in there anyway and see what's going on. To make the most of the cable travel, the arc of movement of the operating arm inside needs to be optimised, and I guess at half-lift the internal arm should be at 90° to the pushrod.

One thing concerning the tickover, though – I generally pull in the clutch and blip the throttle, because the snatch tends to break any 'oil stiction' of the plates. Just declutching with a slow ticking engine may not.

RICK ANSWERS YOUR QUERIES

Unspeakable spokes

A cautionary tale from Phil Rhodes. While building his A65 front wheel, Phil had trouble getting the spokes tight without stripping in the nipples. The supplier apologised, saying they had manufactured a dodgy batch where the threads hadn't been correctly rolled and they immediately replaced them. The wheel then went together perfectly well.

When he was ready to do the rear

wheel, Phil chose a different supplier. A couple of nipples stripped, but that's not that unusual; you used to get a few spares in every set, and after changing them the wheel assembled OK.

But five miles into its first run, the rear wheel collapsed with 23 spokes having pulled out. Luckily Phil was just pulling out of a junction when it happened – only seconds beforehand he'd been doing 50mph!

The spokes turned out to have originated from the same manufacturer who, this time, were less keen to admit a problem. Phil's taking it further, but in the meanwhile says: "If I've had two sets, there must be others out there and I'd hate anyone to have a serious accident."

Too right, Phil. Spoke threads are rolled, making the thread a larger diameter than the spoke itself. If the rolling is not done properly, the diameter will be too small.

Using a spoke key, anyone other than a gorilla should struggle to strip the thread; so if you're having to go easy, you may have Phil's problem. He's going to keep me posted...

'THE REAR WHEEL COLLAPSED WITH 23 SPOKES PULLED OUT



Rolling spoke threads increases diameter as well as making them stronger – or it should do...



Early and late-style
Triumph rocker spindles:
spot the difference

GET INTO THE GROOVE

Brian Richardson from Perth, Western Australia, has a question about Triumph rocker spindle O-rings. He says: "In my 1951 parts book, the spindles don't have them. They appear in my 1954 and '58 parts books, but the spindle part numbers remain the same, which seems odd because surely the spindles for O-rings have a groove for them; my spindles don't, so how are they fitted?"

I think Triumph originally assumed that the interference-fit of the spindle in the alloy rocker box would be sufficient to retain the oil – but this proved incorrect, so O-rings were introduced and the spindles had grooves to accept them. Because these spindles and O-rings could be retro-fitted to earlier models – and the grooved spindles could still be used without rings – I guess the plain spindle was effectively superseded and there was no need to change the part number.

One of the problems that occurs is that tapping the spindles in and out of the alloy box wears the hole, so leaks become more common – I remember one motor where you could actually see the spindles moving when the engine was running! On some, if not all, Triumph spindles I've noticed that the O-ring end is actually a pressed-on cap, so nowadays I would probably machine the box hole back to round and make a larger diameter end, but back then it was easy to pick up better boxes at a jumble. I guess if Brian wants to fit O-rings to an earlier spindle, he'd need to turn his own groove.

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RICK'S TOP TIPS

Getting the right attitude

If you need to grind a ring spanner to fit in a restricted space, hold it this way against the stone to prevent creating vertical scratches that may encourage the ring to split.



Deep and meaningful

Similarly, if you're dealing with a shallow (or worn) nut, it's worth grinding back a socket to lose the tapered lead-in – it will give you a greater depth of grip.





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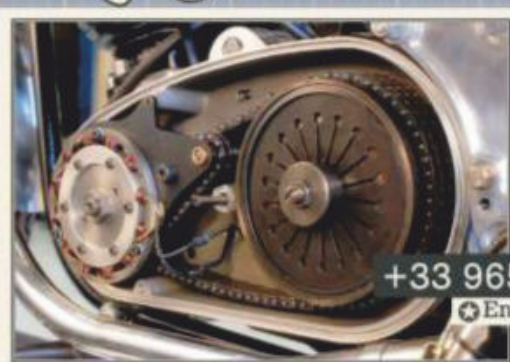
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BSA S27 primary chain adjuster shows that true quality endures

RICK ANSWERS YOUR QUERIES



When is a locknut
not a locknut?

NUTS SYSTEM OF ADJUSTMENT

Will Coleman brought round the rear wheel for his 500 Triumph the other day, worried that the expensive taper-roller bearings would need to be replaced because they felt stiff and gritty. In my experience, taper rollers are amazingly resilient, so I hoped they were just adjusted too tightly and needed a wash out. Sure enough, the adjustment was too tight. The bearings cleaned up well and as we reassembled them it looked like we had saved Will a chunk of his budget.

I explained that taper-roller wheel bearings are supposed to be adjusted so that there is always a tiny bit of play at the wheel rim – usually $\frac{1}{16}$ in (I've had to take the owners handbook in to convince MoT testers in the past). So although I'd set the bearing to what I thought was near enough, it would probably need to be finally adjusted when

back on the bike – but there's where it got confusing. On my old Thunderbird, I'm sure there were two nuts, an adjuster and a locknut – but that bike had a gearbox-driven speedo. Will's has a rear wheel drive box – and the adjuster nut is under the box, the locknut outside. With only a fraction of a turn difference between too tight and correct, I couldn't tighten the locknut without the adjuster moving – how's that going to work?

I think the answer is, that is how it works. I reckon you loosen the wheel in the rear fork, which frees the 'locknut' to move, a spanner on that also shifts the adjuster under the box and once happy you lock it all up again by pinching it between the fork ends with the wheel nuts. Will's going to try it to see if it works...

SEND YOUR
PROBLEMS TO
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RICK'S FINAL WORD Sustainable skills

This is the primary chain adjuster off this month's Project BSA S27. So what? Well, making just the nut entails taking a piece of round bar, turning a reduced diameter in the middle, drilling through the centre and tapping the hole to $\frac{5}{16}$ x 26 CEI thread, counterboring one end so the threads don't go the full length and parting it off before indexing in a milling machine to make the hexagon and finally nickel-plating it. That's at least six machining operations plus plating – and it's hidden away out of sight under the gearbox on a BSA – a bike pitched as transport for the working man!

Without doubt, prior to 1930, motorcycles – even from mass producers like Birmingham Small Arms – were made more to a standard than a price. Admittedly, only because labour and materials were cheap – but the economic depression introduced cost-cutting after 1930 that created a steady decline in actual quality that continues to this day. Oh sure, technology's gimmicks make new stuff seem better – but they also ensure most people 'upgrade' well before the old one falls to bits...

We live in a time when people are awakening to the dangers of abusing our environment, and while I could be targeted for riding a smoky old BSA instead of a 'clean' battery car, I'm pleased to find that young people recognise that reusing and repairing things is kinder to the world than manufacturing them anew – however 'clean' the new product; I mean, electricity may be clean but batteries? Lithium and cobalt don't grow in orchards...

Let's hope young people learn to repair things so that the nation's economy is based on skills again, instead of pushing other people's money around and selling unsustainable imported goods.

That's my Christmas wish, anyway. Hope you all have a great new year!



Leaf spring from a 1970 Triumph – one year only, for good reason

SPRING LOADED

I groaned when I saw Gordon Williams' photo. It showed the leaf spring fitted to 650 Triumph gearboxes for (ominously) just one year – 1970. It indexes the gears and replaced the perfectly satisfactory spring-loaded detent plunger with a cheap piece of spring steel – presumably a cost-saving measure that didn't pay off, as the factory reverted to the plunger the following year.

I thought I'd have to tell Gordon that I don't think you can buy these springs anymore and the only real solution is to buy a plunger kit and have the crankcase machined and threaded to take it. But this is not just a drill-and-

tap operation; the hole needs to be very accurately positioned in order for the gears to engage properly, and that means stripping the engine down and setting it up in a machine. Bad news to break to anyone, hence my groan – but reading Gordon's email, it appears his bike already has a plunger – it's just that it still has the leaf spring, too.

"Why do I need it?" he asks. I guess a previous owner has done the plunger modification and left the original spring as a 'belt and braces' measure. But if the spring breaks, the plunger will keep the gearbox working perfectly and you won't know there's a bit of spring steel floating about in the gearbox. So maybe it's safer to take it out.

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Project BSA model S27

Rapid rebuilding task lands
on Rick's bench

We've got 24hrs to rebuild this...

Rick needed help to sort a bike for the widow of an old friend. Luckily, Lewis, the teenager whose Excelsior Rick's been helping to restore, was happy to step in at short notice

WORDS & PHOTOGRAPHY: RICK PARKINGTON

For many older enthusiasts, it's their worst nightmare. You've got projects in the workshop but sudden terminal illness leaves one helluva mess for your nearest and dearest to sort out when it comes to the crunch.

We all know what's where in our sheds but that specialist knowledge is seldom shared by those we leave behind. I knew Les had the BSA – the 1927 Model S27 Deluxe is big brother to my 350 – so, knowing my 1920s Beezas, when Les died I offered to help his wife Angela sort it out. But I wasn't expecting what I found. In cracking unrestored condition, the poor thing looked like the grisly victim of a shark attack – control cables and oil lines were still connected, but the torso was severed behind the fuel tank...

Les had begun a 'sympathetic' restoration, working from the back forwards; the rear frame and gearbox were missing, along with both wheels and mudguards. Luckily, the wheels turned up, rebuilt, with new tyres fitted – and after an afternoon digging out the rest, I wheeled it, like a cumbersome wheelbarrow, across Angela's garden into my van.

It's hard picking up where someone else has left off. The gearbox cover screws were undone – but coming apart or going back together? Problem or just taking a look? And where *are* the screws? Ruined getting them out or soaking in a dish of paraffin somewhere?

There are springs but no brake shoes, so they've gone for relining... but where? The front mudguard is missing; they rot – but Angela remembers one existing, and even if it was scrap, surely Les would have kept it as a pattern? Ah, unless it was just some crummy aftermarket thing he wouldn't refit...

And how far do you go? I want to get the best deal for Angela; I could pile it up as a basket case but it will only fetch its proper value complete, running and ready for the road. I'm sure Les would appreciate that, but there's

'IT LOOKED LIKE THE GRISLY VICTIM OF A SHARK ATTACK'



a problem. Space and time may rule the universe, but they seem particularly concentrated in my bit of it. I can't add another long-term job to my list – we're still only halfway through Lewis Perry's Excelsior...

Hmmm, how about this? What if I can get Lewis' help – what if we could rebuild the BSA in just a day?

I called him and yes, he was happy to abandon revising for his mock A-levels in favour of a Sunday getting covered in oil and paint in my workshop!

He was at my place at 10am – and, apart from five minutes eating the sandwiches he'd brought along, worked through till we downed tools at 5.30pm. By that time, the BSA was all back together and, even if we do say so ourselves, looking pretty damn good. Best of all, Lew said he'd enjoyed a really interesting day.

So thanks very much, Lewis. Angela is delighted and, er... I hope your exam the next day went OK! ☺

RIGHT: Such enthusiasm from the young man – well, it was this or revision for his mock A-levels...



THE BSA S27

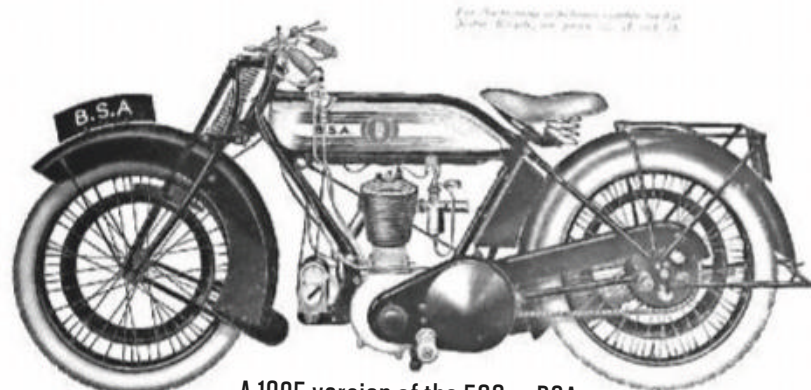
The Model S was BSA's 'three and a half' 500cc side-valve of the 1920s. The number refers to 3.5 horsepower, but this is just a nominal rating used in the early days of motorcycles, not a specific bhp. By 1927 the ACU system of 100cc = 1hp had been adopted, so it became a '5hp' – no power increase, just a change in naming convention.

Advances this year included a revised frame with a shorter but wider combined fuel/oil tank and large (7in) drum brakes front and rear. The model

continued with detail changes for 1928, but in that year the bulbous 'saddle' tanks still fitted today were generally adopted. It was the end of the flat tanker and made the Model S old-fashioned overnight.

The new style wasn't just about tanks; everything became beefier: frame/fork tubes, tyres/rims; gas lights replaced by batteries and dynamos... sporty bikes like the 65mph BSA piled on weight and became more stodgy, signifying the end of the 'Vintage' era.

Model S25 Sports—The B.S.A. 4-93 h.p. Motor Bicycle



A 1925 version of the 500cc BSA

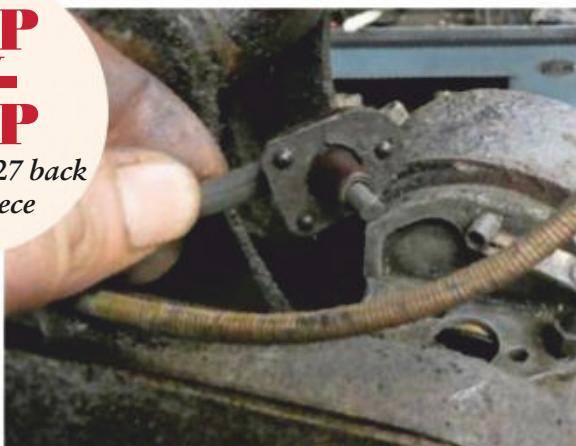
PROJECT BSA MODEL 27

STEP-BY-STEP

Getting an S27 back in one piece



1 While I was sorting out the bits, Lewis set about scraping off the incredible amount of oil and dirt stuck to the engine and washing it with white spirit.



2 No chance of a spark from the magneto; the insulation has a finite life span – a lot less than 92 years! Damp's a killer too; it'll need a rebuild before the bike will run.



3 Original two-lever AMAC carb has two cables and two slides instead of a needle. Takes a bit of getting used to, but if not badly worn they work well. This one's OK.



4 But, chewed and seized, the square-headed jet holder was a problem. A firm grip in good vice jaws will sort it; the nail prevents the hole up the middle getting crushed.



5 Unscrewing the jet holder reveals the screw retaining the 'sprayer' that replaces a needle jet in these carbs. These holes must all be clear.



6 Separate mudguard tail section facilitates rear wheel removal. There were a couple of cracks which were worth repairing before giving it to Lewis to paint.



7 The steel is very thin to keep weight down, so welding is a delicate business. I struggle to make it look tidy, but it comes out OK once it's been ground back.



8 Lewis got busy with the brush and satin black paint for exterior metalwork. It gives a finish that, after a few miles, blends in well with remaining original paint.



9

Les had used similar paint on the bits he'd already painted. Lewis queried the eye-bolt used to hold the saddle tubes to the main frame; it doubles as a sidecar fixing.



10 I made some double-ended bolts for the rear frame connection. Not standard, they allow you to remove the mudguard without the frame collapsing.



11 Les had started taking the gearbox to bits, probably because he'd drilled out the cotter pin and damaged the kickstart shaft. I welded it and filed it to shape.



12 I stripped the rest of the 'box, but everything looked good inside. Now the fun bit: pouring in semi-fluid grease from my supply – luvverly stuff!



13 One of the great things about Lewis is he doesn't mind getting stuck in and getting his hands dirty, as you can see. On with the toolbox...



14 ... and then the two-part rear mudguard. This paint's fast-drying, but when you're not after a shiny finish an odd finger mark doesn't matter.



15

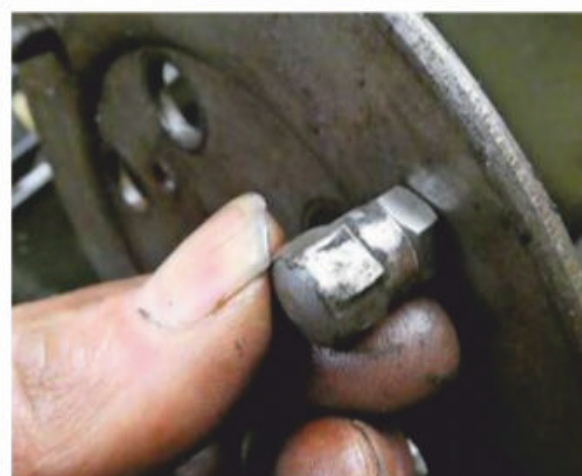
Now the gearbox could go back into the frame. Apart from a longer mainshaft, it's the same gearbox as the 350cc models and is closely related to the wartime M20 model.



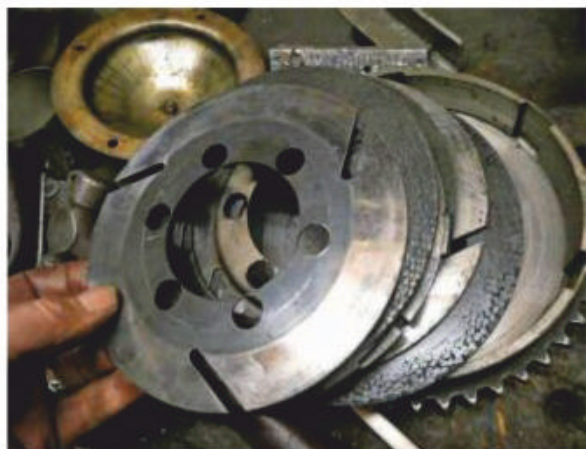
16 I copied the original registration letters still visible on the repainted plate in cream enamel. Don't worry signwriters – I won't give up the day job!



17 The clutch looked good, apart from this broken stud. It's rivetted into the pressure plate and holds the outer dome that takes the load of the six springs.



18 I screwed in another stud, but before peening the rivet end over, screwed it into a domed nut to support it, so I didn't bash it out of the other side.



19 The clutch is way beefier than the smaller single spring unit on a 350 model. The plates are in fantastic condition, so I just washed and reassembled it.



20 The flat oval key was missing, but it's the same as post-war models and I had a spare so Lewis fitted it to the shaft and began tightening the nut.



PROJECT
B.S.A.
IN A DAY

21 The sprocket of the engine shock-absorber spins freely on the crank. It's secured by a spring-loaded cam so the spring calms the engine punch.



22 It took a bit of brute force from yours truly to compress the spring enough to start the nut; once tight there's a lock nut to go on top.



23 Exhaust pipe just pushes onto the port. It's not bolted anywhere – it's held up by this bracket, like a guttering support, on an engine bolt. Neat.



24 These zinc alloy sight-glass units are usually broken but not this one. I recently learned that pressing down on the knob squirts oil on the primary chain.



25 Final job was to fit footrests and brake pedal. Heel-operated pedal usually goes with footboards, maybe the first owner specified footrests instead.

NEXT MONTH

We should be back on track with Lewis' Excelsior. He's already got tyres, so once the wheels are built, next thing will be fitting the mudguards, a rewire... and we should be nearly there...



26

It's 5.30pm. Just time to throw the saddle in place for the final photo! Thanks a lot Lew, you've been a great help and that's a well-earned cuppa!



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RIGHT: It was bit of an old dinosaur, even when new, and was built down to a price, but Julie loves it all the same

Mind Your P's & Q's

What it's like to live with a 1926 500cc, 4.4hp Triumph Model Q

PHOTOGRAPHY BY GARY MARGERUM AND JULIE DIPLOCK



JULIE DIPLOCK

CB contributor Julie is an active participant in the classic bike scene, organising and participating in various events. Loves a good vintage Triumph.

After my exploits in France this summer on the Model Q, I've been asked what it's like living with a 1926 Triumph. Why do I ride such an unsophisticated old machine, while otherwise normal motorcyclists reckon they could never ride a hand-change bike?

Well, here's some history. Going by the common wisdom that we all hanker after the machines of our youth, I ought to be a Japanese bike fan, as I passed my test in the late '70s on a Honda CB250 K4. However, after a spell of dispatch riding with a succession of Hondas, by 1985 I had gone British, swapping my Honda CB500/4 for a 1960 BSA A10 Super Rocket. On the dispatch circuit a good turn of speed was important, and overtaking everything ahead became usual. Once on civvy street, I realised the combination of this style of riding and the natural urge for a bigger, better bike would lead to a loss of licence or worse.

I continued to go back in time, becoming more fascinated with older machinery and the history. Plus, there's a sense

of achievement that comes with mastering the controls and getting a good performance out of an elderly motorcycle.

After a brief foray into ownership of a 1928 300cc side-valve OK Supreme came the long-term loan of a superb flat-tank Norton 16H to take part in the Banbury Run. Various machines followed, including a 600cc Ariel Square Four and culminating in a 1938 Royal Enfield Model K V-twin solo. The romance of a late '30s V-twin is shattered when you realise the large capacity and low-down torque were aimed at sidecar and commercial use, where good pulling power trumped handling and acceleration.

After selling the Enfield, my late partner Steve Burniston was at Stafford auction in 1996 when he bought the Triumph on impulse as something to put his money into.

Built at the Priory Street factory in Coventry, the Triumph Model P was launched at the 1924 Olympia Motorcycle Show at a cost-cutting price of £41-10-0d, compared to the equivalent BSA model which cost £45. It was very much made to a budget, and to the casual observer is identical to a 1914 veteran Triumph. It's surprising that Triumph Motorcycles got away with selling such an old dinosaur, as it still has a manual oil-pump plus, as original, the valves run directly into the head because no valve guides were fitted. This is the upgraded Model Q, with flat handlebars, an improved gudgeon pin and nickel-plating to various

**RICK PARKINGTON**

1928 Sunbeam
1936 Rudge Ulster
1968 Triumph TR6
Lots of other junk

**AUSTIN SMITH**

1989 Honda
VFR400R NC30
1949 BSA Bantam D1

**MARK HOLMES**

1975 Moto Guzzi T3

**RUPERT PAUL**

1960 Royal Enfield
Meteor Minor

components including the exhaust, silencer and valve caps.

When we bought the bike, it had been asset-stripped of its registration number, speedometer and original lighting set, and was tatty but complete. It was also missing the gearchange quadrant, which made riding it just that bit more challenging – but very satisfying when you got the hang of locating gears solely by feel.

With no speedo, and before the days of satnavs, I used the mileages on direction signs to judge when to pump the oil, which needs to be done every four miles, along the

‘TO A CASUAL OBSERVER IT’S IDENTICAL TO A 1914 TRIUMPH’

lines of ‘eight miles to Tenterden, so another pump when I’m four miles away’. Goodness knows how Triumph got away with that antiquated hand oil-pump in 1926, but they also claimed just one pump of oil was necessary every 12 miles, which was good for their economy figures but not so good for engine survival. This was proven in 2011 when a dear chum borrowed it to enter the Banbury Run and I didn’t fully explain the workings of the oil-pump! The engine seized up after 14 miles from cold, so I think once every 12 miles might be cutting it a bit fine.

Exterior appearance leads you to believe that the front brake is a fairly standard drum, whereas it’s actually an expanding-band, with a very limited pivot-angle that guarantees extremely limited braking performance. The rear brake is a veteran block-type that operates in the ▶



LEFT: Valves run directly into the head, with no valve guides fitted



LEFT: Looks like a standard drum brake on the front, but it’s an expanding band... and pretty ineffective to boot

BELOW: The Model Q’s out-of-date features when first launched included a manual oil pump



CLOCKWISE FROM TOP LEFT: The Model Q in the pits at The Isle of Man Festival of Motorcycling at Jurby in 2018

The Triumph in the pits at the 1995 Festival of 1000 Bikes at Brands Hatch (pic: Rick Parkington)

Geof Staples with his Finisher's Cup after successfully completing the 2012 Banbury Run

It's slow, old and uncomfortable, but Julie's quite happy with life at 25mph



'THE LOWER SPEED GIVES TIME TO NEGOTIATE POTHOLE'S'

vestiges of the belt-drive rim, and is crude but effective.

Over the years a gearchange quadrant and speedo have been fitted, and the engine had a rebore and a replacement piston after the 2011 Banbury Run. If you need parts quickly, that can be a problem – but be patient and you can generally find what you need, although we ended up having to fit a modified BSA piston as we couldn't source an original Triumph piston. Fuel economy is good, but the range is less than 100 miles because the tank is split into two, with one section holding around one gallon of petrol, while the other section holds engine oil.

On the road, despite its 500cc it's not a fast machine, but that's in line with the rudimentary suspension and braking. I used to take the view that on modern, sealed roads I should be doing as close to the speed limit as possible in a 30mph limit, and faster on the open road. However, I've found that this just isn't sustainable on long journeys, or over several days of riding.

Personal motorised transport only became available to the masses after the end of the World War I. Less than a decade later, in 1926, people were very pleased to be achieving average speeds of 25mph, as this was far better performance than that of the bicycle they had graduated from – and it could be maintained for comparatively long distances. At 25mph, there's a lot less wear and tear to both rider and machine, and the lower speed gives enough time to pick your course to negotiate hazards and potholes.

Avoiding hazards results in less stalling, and therefore less restarting and less wear and tear on the rider. As ever, it's also essential to ride to your brakes. The fast work was left to the racers and dire warnings were published in the motorcycle press that the '45mph speed merchant' would soon come unstuck on the road – at best damaging their machine, at worst coming off.

The Model Q is a great family bike, being sturdy and pretty forgiving to ride. It's not exotic, but over the years it's given a lot of people an introduction to vintage motorcycling. It's slow, it's old and it's uncomfortable... but I wouldn't swap it for the world! 🏍️

SOUTH-EAST OF ENGLAND SHOWS

As well as maintaining a stable of vintage and classic bikes, Julie runs a series of Elk Promotions classic bike shows and jumbles in the south-east of England. elkpromotions.co.uk

The 2020 schedule is as follows

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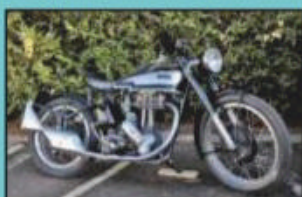
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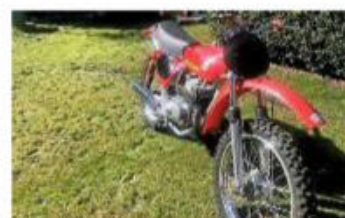
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2017 NORTON COMMANDO. Stunning condition, as new MK2 Sports SF.....**£15,950**



VOR EN 250CC VICTORIA KR26N**£3,500**



HARLEY-DAVIDSON DYNA 1584 fxdcc super glide 1584cc perfect as new condition!..**£8,450**



ROYAL ENFIELD 2015 BULLET SIDE CAR OUTFIT. Watsonian side car outfit. Top of range. Cost New £11,500. Bargain at.....**£7,499**



1993 DUCATI 750SS. Very rare and original. Fantastic condition.....**£4,950**



1996 DUCATI 600SS Perfect Condition, only 12,000 miles. All complete.**£2,899**



1972 SUZUKI Stunning condition, very very original**£7,850**



1965 SUZUKI S32. Stunning time warp condition, only two keepers, near new condition **£4,650**



1988 KAWASAKI GPX Just stunning, new paint, great panel fit**£2,599**



1952 BSA GOLD FLASH 650cc. Stunning full nut and bolt restoration. Must be one of the best.....**£8,650**



2019 ROYAL ENFIELD TRIAL. Brand new now in stock, absolutely stunning**£4,699**



1987 SUZUKI DR125. Full nut and bolt restoration, very rare now, rides perfect**£3,250**



1994 BMW K100 RS Absolute Pristine Condition. Full Luggage. Only 25,000 miles**£2,950**



1976 YAMAHA FS1. As new condition, full nut and bolt restoration, UK bike ..**£5,995**



1985 MZ TS150 150CC. Full nut and bolt restoration**£2,850**



1980 HONDA CB650. Very smart and original, all standard**£3,550**

Below full nut and bolt restorations



1983 YAMAHA RD350 Full nut and bolt rebuild. Full engine rebuild. This is a matching numbers UK bike. Not a import. All correct Kenny Roberts paint job **£8,950**



1966 BSA LIGHTNING stunning nut and bolt restoration **£8,500**



1968 YAMAHA YM1. STUNNING Full nut and bolt restoration to standard. Twin Miklini carbs. 100 MPH bike! introduced in 1965. This bike is 1968. AS NEW CONDITION SPS..... **£11,500**



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BMW R100RS 1983 Excellent original condition, 49000 miles, MoT certificates to prove, owned for 10 years, BMW panniers inc £3695 ONO TEL: 07436 007531 DURHAM

BMW R100S 1977 Owned for 20 years, Nikesil barrels elect ign, reed valve breather, Koni dialarides rides and runs lovely £4250 TEL: 07784 343047

BSA B20 1937 Complete frame and girder forks, handle bar, clamps set hubs TEL: 01407 839343 NORTH WALES

BSA B31 350CC 1955 Project bike, all complete with some spares, all complete and runs but needs recommissioning, new dynamo, no documents £1995 TEL: 07444 531822 CHICHESTER

DOUGLAS MK4 1950 Douglas MK4 in black and silver, good original condition, easy starter, excellent runner, everything works, as it should, transferable reg, new gel battery fitted £4200 ONO TEL: 0117 9041333 BRISTOL

DOUGLAS MK5 1952 Douglas MK5 polychromatic green, not run since respray waffle box silencer, new exhaust pipes, new wheels tyres handlebars, saddle and battery original transferable reg £4200 ONO TEL: 0117 9041333 BRISTOL

DUCATI 600SS 1994 Red, nice clean bike, new tyres, exhaust, tyres, ultrasound £1700 TEL: 07475 527308 HAMPSHIRE

GREEVES 25 DB 1960 Complete with V5C registered, including new exhaust, h/bars, speedo, battery, nice restoration project, worth more £1650 ONO TEL: 01865 390868 OXON

HONDA 550/4 1979 Completely restored in mint condition £5100 TEL: 01462 814134 BEDFORDSHIRE

HONDA CB125S1 1975 Ride or restore, recent tyres, brakes, cables, battery, chain, fork tubes, engine service, seat fine, tank clean but generally poor finish, box of useful NOS engine spares £550 TEL: 07813 845894 WORCESTERSHIRE

HONDA CB250N 1980 9693 miles, good runner, good paintwork, requires tyres and battery, 100 percent complete ideal project bike or good second bike, currently SORNED £550 ONO TEL: 01513 068745 WIRRAL

HONDA CB250N SUPERDREAM 1980 Full bike, breaking for spares, all parts available, can deliver or post TEL: 07496 583885 SOUTH SHIELDS

HONDA CX500 CUSTOM 1981 608000 miles, good strong engine, new battery, new oil, needs front brakes sorting, piston and seats, ideal cafe or rat project £950 ONO TEL: 07704 343331 STOCKPORT



DUCATI 750 SPORT
Good clean condition, unmolested and rare example, a lot of bike for just £4995, more details and photos at www.anthonygodin.co.uk £4995 TEL: 01622 814140 / 07769 970559 KENT (T)



DUCATI 900SS 1982
Genuine bike, repainted to 76 colours/spec, original Conti exhaust, good runner, More details and photos at www.anthonygodin.co.uk £27995 TEL: 01622 814140/07769 970559 KENT (T)



DUCATI BEVEL DRIVE SPECIAL
Nearly finished so deposit secures bike, lightened balanced crankshaft, uprated brakes, billet rear sets, ally tank, leather seat, one off exhaust, ohlins, a very special bike £18995 TEL: 07486 661806



HARLEY DAVIDSON DUO GLIDE
Nice condition, recent carb rebuild, new battery, good runner, More details and photos at www.anthonygodin.co.uk £16995 TEL: 01622 814140/07769 970559 KENT (T)



HARLEY DAVIDSON X90 MONKEY BIKE 1975
P reg, 2790 miles, 90cc, original unrestored excellent condition, UK bike, owned for 30 years £2995 TEL: 07714 139045 SURREY



HONDA CB160 1965
CR93 replica, genuine CR93 tank and seat, many more CR93 parts, handmade exhaust, fairing included, road legal, 900 miles since full engine rebuild £8500 TEL: 01427 616378 LINC'S



HONDA CB400 1982
Taxed, long test, good useable classic bike, will sell or exchange, for pre 1990 small classic bike, cosmetic work no objected £1250 TEL: 07807 053708 DURHAM



HONDA CB500TT 1992
Great condition, low miles, tested well, worth asking price £5250 TEL: 07858 625166 FLINTSHIRE



HONDA CB72 1966
Restored a couple of years ago, needs using, V5C £3800 TEL: 07598 997346 EAST YORKSHIRE



HONDA CB750K1 1971
Electronic ignition, good condition, kept up together all replacement parts kept, all UK MoT's includes clymer manual and parts list £6500 TEL: 01590 624792 HAMPSHIRE



HONDA CB77 1966
Immaculate and rare 305cc model, 6825 miles, restored and UK registered 11/16 with honda owners club dating certificate for sale due to startup business funding £5750 TEL: 07901 555768 LONDON



HONDA CL450 1971
Excellent condition, new tyres, low mileage £4500 TEL: 07967 856912



HONDA CM250TB 1983
Good condition, new shocks, new fork seals, forks re-chromed, new tyres, really nice example, 12 months MoT, bike used regularly £1600 ONO TEL: 07583 600851 NORTHERN IRELAND



HONDA NS 400 R 1985
Good original standard condition, MoT'd July 20, 8000 km recorded mileage, new BT 45 rear tyre, good runner. £5800 ONO TEL: 07799 075752 EDINBURGH



HONDA NS 400R 1985
Good original standard condition, MoT'd July 20 with 8000km recorded mileage, new BT 45 rear tyre, good runner £5800 TEL: 07799 075752 EDINBURGH



HONDA VFR750FH 1998
Excellent original standard condition, full givi luggage included, reducing collection, must sell, £2500 offers TEL: 07496 583885 SOUTH SHIELDS



JAMES CADET 1957
Restoration project, disassembled, frame repaired then stored, all major parts are there, engine trms on the kick starter, gears engage, V5 present £950 ONO TEL: 07483 264655 ESSEX



JAWA SUPERSPORT TWIN 250 1984
Very good condition, recent engine work, 3970 miles from new, engine needs rebuilding, have all parts here £750 ONO TEL: 01935 472584 SOMERSET



KAWASAKI H2C 750 1975
Clean usable machine, purple colour, lots of work done and new parts, receipt and Applebee crank and engine assembly, historic vehicle eligible TEL: 07762 827603 KENT



KAWASAKI KZ1100 SHAFT DRIVE
25000 miles, absolutely mint with genuine paint and seat cover, toolkit and handbook, totally overhauled/ serviced with all new genuine parts, air suspension perfect, Delkevics 4-1 exhaust, viewing esse £6495 OVNO TEL: 07486 661806



KAWASAKI MACH 3 H1 500CC 1970
Great condition showing 20,538 miles, more details and photos at www.anthonygodin.co.uk £14995 TEL: 01622 814140/07769 970559 KENT (T)



KAWASAKI W650
7000 miles only, showroom condition £3650 TEL: 01883 348187 SURREY



LAVERDA JOTA 180 MK2 1982
Slater brothers authenticated, matching numbers, 11600 miles, fully restored, MoT, original repair guide and rider manual £19850 TEL: 07881 901466 NORTH ESSEX



MAC VELOCETTE 1948
Rigid, new tyres, required, rebuilt mag £5250 TEL: 07894 46100 EAST DEVON

Part exchanges welcome

COMET CLASSICS

Part exchanges welcome



Ariel Huntmaster 650 cc
1955
£7,995



Ariel Red Hunter 500cc
1952
£7,995



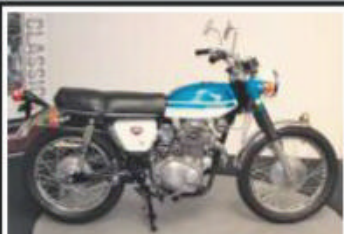
BSA Rocket A65
1964
£6,995



Ducati Scrambler 2017
400cc 630 miles only,
mint condition £4,500



Honda 125 SS
1967
£6,995



Honda CL 350
1969
£6,995



Honda DN01 2008 automatic
invalid rider set up as with only
300 miles on the clock £9,995



Kawasaki H2 750
1972
£12,995



Neval Russian sidecar
1988
£5,000



Norton Big 4
1950
£7,995



Royal Enfield Clipper
250cc 1954
£2,995



Sunbeam S8 500CC
1950
£6,995



Ariel SQ4 1000cc
1939
£24,995



Suzuki GT 750
750cc 1974
£10,995



Suzuki Marauder 800cc
2000
£1,695



Triumph Bonneville 2010
Sixty one of 650 made no
334, 5000 miles only - £5,995



Triumph Bonneville 750cc
(1977)
£7,995



Triumph Bonneville T120
650cc 1968
£10,995



Triumph Bonneville 650cc
1969, mint condition just
restored - £9,995



Triumph T120 650 cc
1967
£14,995



Triumph Thunderbird
650cc 1957
£9,995



Triumph Tiger 90 350cc
1969
£6,500



Triumph T150 Trident
750cc 1973
£8,500



Triumph TR6 650cc
(1966)
£10,995

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Triumph TR6 650cc
1960
£12,995



Triumph Bonneville 1969
650cc. Mint condition just
restored £9,995

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HONDA DREAM 50CC Rare collectors item which mimics the 1962 works 50cc racers, this limited edition 1997 machine is brand new and never been started or displayed £6500 TEL: 01522 703687 LINCOLN

HONDA DREAM 50CC Very rare collectors item, commemoration model of the 1962 works racer, this 1997 machine is brand new and never been started, part of a private collection £6300 ONO TEL: 01522 703687 LINCOLN

KAWASAKI Z900 A4 Fantastic bike in very nice condition, Must be seen, manufactured in 1976, more details and photos at www.barnfieldclassics.co.uk £9,989 TEL: 07970 007775 ESSEX (T)

MATCHLESS G3 350CC 1952 Original excellent condition, hardly used in the last 40 years, just spent £388 in good working order £3000 OVNO TEL: 01772 616121 LANCASHIRE

RAYNER GREEVES SCOTTISH 1960 Excellent condition, has been part of collection for many years, an older restoration with no expense spared, great collectable piece of motorcycle history TEL: 07973 543975 NO REGION

ROYAL ENFIELD 250CC 1961 Black with chrome mud guards, has been dry stored for about eight years, so needs battery etc, good compression £32500 TEL: 01544 327936 HEREFORDSHIRE

SUZUKI BERGMAN AN400 2000 MODEL W Excellent condition, 12 months MoT, new battery, good tyres, seat has a back rest, low mileage, used daily £1250 TEL: 07890 167010 WEST MIDLANDS

SUZUKI GSXR 750 SRAD INJECTION 1998 Full bike breaking for spares, all parts available, can deliver or post TEL: 07496 583885 SOUTH SHIELDS

TRIUMPH BONNEVILLE T120R 1969 Arguably the best year of unit Bonnie production, too many to list, looks great, starts and runs well £7250 TEL: 07805 025903 YORKSHIRE

TRIUMPH T110 BONNEVILLE SPEC 1962 engine rebuild, complete respray duplex frame, slicshift gearbox, easy starter lovely running preunit excellent condition, lovely bike TEL: 07855 389464

TRIUMPH TIGER 100SS 1964 Nice original condition, excellent runner, dry leather use only no rattle or smoke, 500cc £4900 TEL: 07580 354311 SWANSEA

WM 250TFI 1980 ISDT enduro rotax magnesium 250cc engine, fully restored, unused, stored under covers, road regd, very collectable £4650 TEL: 01924 860210 WEST YORKSHIRE



MATCHLESS G3LS 1952 High compression, high lift cams, Burman B52 gearbox, 5 spring scrambler clutch, close copy of the 1SDT works scrambler £4250 TEL: 07563 149322 EAST SUSSEX



MATCHLESS G3LS 1961 Ex fire service, good condition, recent new big-end, carb and battery, tax and MoT exempt, take Triumph T100 5T 6T, right frame in p/ex, cycle parts £2750 TEL: 01289 303077 NORTHUMBERLAND



MONTESA COTER 242 1984 New cables, new brake shoes, new mud guards, good tyres, needs new crank seals £650 ONO TEL: 01983 508230 ISLE OF WIGHT



MOTO GUZZI LE MANS 2 1981 One owner very presentable and unrestored, original fairing and cycle parts stainless fasteners throughout, tool kit, quality spares, manuals, literature hard luggage top box £8500 ONO TEL: 07947 423998 POWYS



MOTOBECANE D455 125CC For more details and photos call or visit www.andybuysbikes.com £1750 TEL: 07802 896114 SUFFOLK (T)



MV AGUSTA 750S AMERICA Formerly owned by the American importer with extensive history in the US, fuel tank signed by John Surtees, restored in 2016, \$85000 USD, more information/ photos available TEL: 001 8172395871 TEXAS



NORTON 500 INTER 1939 Please call for more information £29950 TEL: 01252 625444/07809 894777 HANTS (T)



NORTON COMMANDER BIKE 1989 Very original, Sorned, runs but would require to be recommissioned, plating on handle bars is poor, generally good condition, not been used for past 6 years £9500 TEL: 01224 575772 ABERDEEN



NORTON COMMANDO 1975 MKZA immaculate condition, belt drive, bowyer ign 31698 miles, Harrison front brake all stainless fixings £8750 TEL: 01883 348187 SURREY



NORTON COMMANDO 750 1970 Fastback good condition, new tyres, t/l/s, front brake, hagon shocks, mileage showing 32000, green logbook, V5C, original registration, offers considered £6950 TEL: 01723 372219 SCARBOROUGH



NORTON DOMINATOR 1960 Black/white, 500cc, some history and old green logbook, totally restored by father in law, reluctant sale £8495 TEL: 07860 528195 SUFFOLK



NORTON DOMINATOR 600 1960 SLIMLINE Completely rebuilt bike with Hemmings ally barrel, PW3 cam, electrics upgraded, pazon ign, all stainless fastners, virtually a new bike with only 400 miles TEL: 07596 993871 ST NEOTS



NORTON INTERNATIONAL 500 MODEL 30 1934 Nice unrestored condition, desirable pre war rigid, NOC factory record certificate, excellent parade performer, non matching 1934 engine with magnesium cambox £18950 TEL: 07850 754113 LONDON



NORVILL DOMINATOR 99 January 1960 fully restored, ready to go, Commando TLS, electronic ignition, balance crank, SS camshaft, superb in every respect but not matching numbers TEL: 07711 887154 BRISTOL



NSU MAX 1956 Original UK registered barn find, valuable original transferable reg £2950 TEL: 07948 466599 DERBYSHIRE



ROYAL ENFIELD 250 CRUSADER 1964 Very good condition, blue/black off road, sorn, owned for many years, very little work needed to get back on road, bike situated West Wickham £2000 ONO TEL: 078280 87684 KENT



RICKMAN METISSE MK3 MOD 1971 Triumph T1200 Bonneville 650 1971 replica, built 2012 100km since built, road legal, EUR 16,000 TEL: 004365 06420984 AUSTRIA



RICKMAN TRIUMPH 1968 8 valve 750 1968 pre unit, billet crank, carrillo rods, belt drive, electronic ignition, 5 speed box, numerous track successes, road registered, owned 36 years £10250 TEL: 07824 874128 SURREY



ROYAL ENFIELD 350 BULLET 2006 Black, MoT 02/20, immaculate with many extras, recent r.e service, many accessories £1100 OVNO TEL: 07817 142195 MANCHESTER



ROYAL ENFIELD BULLET 350CC 1954 Redditch built maroon paintwork, period alloy rims, excellent chrome twin, front brake previous long term ownership, original restoration, green logbook and V5C ready to ride £3500 TEL: 01723 37219 SCARBOROUGH



SUPREME HA/39 GLADIATOR With extremely rare matchless super clubman engine G90C, updated front and rear suspension, 5200 miles after total rebuild \$16500 TEL: 00490 177678707 GERMANY

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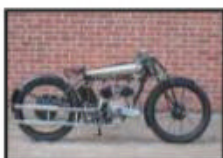
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1936 Brough
Superior SS80
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Superior 5-15
£49,995



2018 Brough
SS100 ex_Demo
£49,995



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Comet
£26,995



1951 Vincent
Black Shadow
£74,995



1951 Vincent
Rapide
£64,995



1929 Norton
Model 18
£27,995



2007 Norton
Manx race Bike
£23,995



2015 Norton
Domiracer No_20
£37,495



1954 Norton Dom
Model 7
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1955 BSA RGS
Replica
£11,495



1971 BSA
Thunderbolt
£6,495



1966 Triumph
T120R Bonneville
£11,495



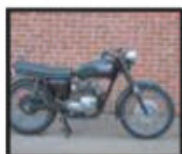
1967 Triumph
T120R Bonneville
£11,495



1973 Triumph
T150V Trident
£8,495



1987 Triumph
T140 Harris
Bonnie £6,495



1972 Triumph
T100R
£5,995



1975 BMW
R90S
£8,995



1971 BMW
R60/5
£5,495



1992 BMW
R100GS
£4,745



1982 Ducati
900SS
£27,995



1998 Ducati
916SPS
£16,995



1961 Harley
FL DuoGlide
£16,995



2003 Harley-
Davidson XL1200S
£10,995



1976 Honda
CR750 Replica
£12,495



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YAMAHA RD400C FROM 1976

New paint to petrol tank and side covers. This bike starts and runs great project. More details and photos at www.barnfieldclassics.co.uk £3,950 TEL: 07970 007775 ESSEX (T)

YAMAHA XT500 1980

Un-registered re-built, not original, alloy tank, orange plastics, stunning condition, MoT till September, never ridden since built, easy to start, lovely old thumper might px Harley Davidson WHY TEL: 07772 330033 ESSEX

AUTOJUMBLE

BADGES TT Centenary set ben badges, 67 to 89 MGP badges, 75 to 83 TT programmes beer mats stickers etc, no split £300 TEL: 07935 919908 WORCESTERSHIRE

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TANK BAG 20-30 litres, black, includes attachment for pillion seat or rack, excellent condition, £45 including postage TEL: 01780 482309 RUTLAND

BMW R80RT 1980 £250 ONO, petrol tank with tool box on top TEL: 07572 581870 STAFFORDSHIRE

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ERDE SINGLE BIKE TRAILER

VGC, lights, ramp, tows great, very little use £275 OVNO TEL: 07734 581495 PLYMOUTH

FIBREGLASS LARGE MANX

STYLE TANK Not featherbed, known to be original period item, ok condition, has been repaired, cannot guarantee fuel tight, never used £100 TEL: 07974 091767 SOMERSET

GARAGE CLEAROUT

Honda carbs, gx100, gx120, gx100, gx200, gx240, gx270, gx390, from £8, 2 HP, 240 volt motor £30, belle mixer motor £35, 240 volt TEL: 01209 831969 CORNWALL

HAYWOOD BELT DRIVE

CLUTCH BASKET Older type, light wear, 40mm belt, 55t, off racing Triumph, £100, Unity Manx tank strap toggle clip as new, £35 TEL: 07974 092767 SOMERSET

HONDA CB125S1 C1975

ENGINE/GEARBOX Stripped and fully overhauled and now fitted with new 150cc big fin barrel, complete £200 ovno, few road miles only, Suzuki GS250EX seat 1980, £15 TEL: 07813 845894 WORCS

HONDA CB750 1974 SOHC, engine, good runner, complete carbs, coils, starter exhaust etc, can be seen running, collection only £950 TEL: 07546 064438 DERBYSHIRE



SUZUKI GSXR1100K 1989

Excellent original standard condition, 24000 miles, reducing collection, must sell £4000, offers TEL: 07496 583885 SOUTH SHIELDS



TRIUMPH 90 1965

With matching engine and frame numbers, dry stored for 3 years £3950 ONO TEL: 01733 311193 PETERBOROUGH



TRIUMPH T150T TRIDENT 1969

Total rebuild, cafe racer spec, many original parts £8750 TEL: 07860 203331 NO REGION



TRIUMPH BONNEVILLE 1969

Please call for more information £12500 TEL: 01252 625444/07809894777 HANTS (T)



TRIUMPH T90 1963

Fitted with a 500cc Tiger 100 engine, good running clean example, great entry level classic bike for just £4995, more details and photos at www.anthonygodin.co.uk TEL: 01622 814140/07769 970559 KENT (T)



SUZUKI A100 1979

Bike is complete with many new parts including tank, exhaust, tyres etc, 40 years old with some patina £850 TEL: 07419 994466 SCOTLAND



SUZUKI RE5 1975

Very original, stored for 30 years, no damage, engine turns freely, dark blue, matching engine and frame numbers and V5, good restoration project £3500 TEL: 01425 616644



TRIUMPH BONNEVILLE T140 PROJECT 1979

Non runner, engine turns over with good compression, in rolling condition with V5C £3250 TEL: 07901 009087 SHROPSHIRE



TRIUMPH THUNDERBIRD 1969

Owned 48 years, good condition, reliable health problems, 40000 miles £4750 TEL: 01285 655230 SIDINGTON



SUZUKI GSX600F 1987

SORNED, nut and bolt strip and rebuild, needs little work to finish £700 TEL: 07956 945225 WALES



SUZUKI T500M 1975

Originally imported from Canada, was pale blue before respray, not perfect but very good condition, some new parts fitted but mostly original, no less than £3500 TEL: 07840 167229 TEESIDE



TRIUMPH T120 1966

UK matching number bike, great condition, more details and photos at www.anthonygodin.co.uk £12495 TEL: 01622 814140/07769 970559 KENT (T)



TRIUMPH TIGER 100 500CC 1955

Nice clean usable machine, restored by previous owner, ace classic engine, approx 500 miles from rebuild, fully matching numbers, lots of receipts £8500 TEL: 07762 827603



SUZUKI GT750L 1974

VGC, new paint, recon engine including crank seals, all original parts, runs well £8500 ONO TEL: 07415 631103 TEESIDE



SUZUKI T5185 1973

Completely restored, fully registered, MoT just running in no tax no MoT required, complete engine rebuild, lovely ride £2500 ONO TEL: 02085 734425 MIDDLESEX



TRIUMPH T120R BONNEVILLE 1971

US import, owned 17 years, good original condition, kept in dry-runs well £4250 TEL: 07836 590475 KENT



TRIUMPH TIGER CUB 1958

Fully restored by Meridien off road, lovely condition but not matching numbers, only 30 miles since rebuild £3750 ONO TEL: 07711 887154 BRISTOL



SUZUKI SB200 1985

23722 mileage, in metallic blue, great condition for age, lock and haynes manual, included £1395 ono TEL: 07707 040280



TRITON WIDELINE 1958

1954 Tiger 110 engine with 9 stud twin carb head, new barrels, only 500 miles, pazon ignition, alton generator, spin on oil filter, akront rims, premier concentrics £10500 ONO TEL: 07774 253900 DERBYSHIRE



TRIUMPH T140W TSS

German market model, excellent original condition, 17000kms, owned since 1985, re-imported into the UK in the early 90's, well documented with V5C £6000 TEL: 07879 633814 NORFOLK



TRIUMPH TIGER T100 SS 500CC 1970

Pretty original matching numbers, craven panniers/rack, starts and runs well, oil leak, push rod tube probably, otherwise fine, owned for 30 years £4600 TEL: 01305 251755 DORSET

Andy Est. 1972 Tiernan

1925 AIS E5 350cc very clean and tidy.....	£8,000	1920 FAVOR 250cc unusual flat tanker	£3,250
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1957 AIS 16MS 350cc clean tidy bike.....	£3,500	1929 GRIFFON G50SS 350cc interesting vintage OHV	£7,850
1937 AIS 2A 990cc Vtwin long term ownership both books.....	£28,000	1950 MATCHLESS G3L 350cc nice telergid.....	£4,500
1961 ARIEL LEADER 250cc presentable	£2,650	1953 MATCHLESS G3LS 350cc nice and presentable.....	£3,500
1954/55 ARIEL NH 350cc choice of 2	£5,500	1937 MONTGOMERY TERRIER 122cc unusual	£3,500
1958 ARIEL VH 500cc late model.....	£5,350	1946/51 NIMBUS C 750cc choice of 2	£10,000
1947/55 ARIEL VB 600cc choice of 2	£5,850/£5,500	1957 NORTON INTERNATIONAL 30 500cc nice onel.....	£22,500
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MV Agusta 350GT, 1979	Ducati 500 Pantah, 1980	More Stock Online...

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BMW R69 19578..... £14,500	BMW R90S 1976.....£8,950
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AUCTIONS
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Edited by Gez Kane



Racing pedigree for the road

Honda's RC30 was the real deal – a race bike with lights and a numberplate. Small wonder it became an instant classic

PHOTOGRAPHY: DEAN ATKINS

Bikes achieve classic status for a variety of reasons. Some (like the Honda C90 over the page) become classics by virtue of an innovative specification, staggering sales or a marathon production run. With others, it's down to rarity, enduring desirability or simply age. But some bikes are classics the second they roll off the production line. And Honda's VFR750R (aka the RC30) is one of them.

Introduced on the Japanese home market in 1987, the RC30 was released in Europe the following

year. And it was an instant sensation. The first 1000 or so bikes went to the Japanese market and were restricted to 77bhp. These days, plenty of those have found their way to the UK – and they are relatively easy to derestrict if this hasn't already been carried out. Ride a full-power RC30 with a claimed 118bhp, though, and you're in for a real treat.

It's not that the RC30 is incredibly fast – a good one will hit around 150mph – but the way the whole package comes together to make a bike that flatters its rider

and is capable of maintaining frighteningly high average speeds on the road. Delightfully neutral steering, supple suspension and lovely, linear power delivery once you get above 7000rpm come together in a compact package that somehow contrives to remain (almost) comfortable even for a 6ft rider. It's design genius.

There's no cost cutting on the RC30. Gear-driven cams (a feature shared with the VFR750 that appeared at the same time), titanium conrods, 360° cranks, the first slipper clutch on a production

motorcycle, a QD rear wheel, close-ratio gearbox and that amazing single-sided swingarm all scream 'racer.' The RC30 is the real thing.

Because of that, the bike displays inevitable shortcomings as a road bike. The pair of tiny radiators, intended for non-stop high-speed work, can cause the engine to overheat in traffic. An intemperate thirst for oil, thanks to the racing pistons, is another nuisance. And the way the RC30 squeezes so much engineering into the tiniest of spaces means that routine maintenance can be time-consuming – just try changing the front plugs. Ride a good one, though, and you won't care. It's worth putting up with.

'THERE'S NO COST CUTTING. IT'S DESIGN GENIUS'

Perhaps the RC30's biggest fault today is the cost of ownership. Scruffy examples make £18,000-20,000, but this beautiful 1990 VFR750R-K being offered by The Bike Specialists in Sheffield (thebikespecialists.com) for £32,980 is far from that. Imported from Italy in 2016, it has covered a mere 11,857km and has been kept in the current owner's house. The previous owner spent £2000 ensuring the paintwork is as perfect as the mechanical condition and it comes with original Honda-supplied paddock stand.

Check those lottery numbers. ©



ABOVE: Literally a race bike for the road –and virtually comfortable, too



LEFT: This example has only done 11,857km and has been well and truly pampered – to the extent that it has been kept inside the current owner's house. Endurance racing-style twin headlamps and rearsets are just a small part of the rac-bred package



In the market for a road-legal racer?

Can't quite run to an RC30? Try one of these classy race-reps instead...



1985 Yamaha RD500LC
£18,980

The original two-stroke GP rep. This full-power version of the V4 has just 13,526km recorded and a recent Dream Machine paint job.
thebikespecialists.com



1967 Velocette Thruxton
£24,999

Inspired by Velo's production race success. Originally supplied to a French dealer, UK registered and with matching numbers.
Classic British Bike 01928 495905



1980 Ducati MHR
£19,995

Genuine UK machine, with just 7000 miles on the clock. Very early production model that has been sympathetically restored.
cosmoclassic.co.uk



1986 Suzuki RG500
Gamma £17995

Suzuki's take on the two-stroke GP rep theme. Japanese import with 17,855km and full expansion chamber exhaust system.
classicandrare.co.uk

RARITY

1970 HONDA C90 CUB

The most popular bike ever is now revered as a cult classic – and an affordable one, too

Brown seems to suit it better than red, don't you think?



What makes a classic? Well, if it's all down to sales, Honda's Cub and Super Cub models are definitely top of the classic heap, with 100 million (in various capacities) sold since the concept was launched back in 1958.

Back then, the engine was a 49cc pushrod single (the familiar ohc engine appeared for 1966) and though the Cub has moved on over the years, the basic concept has remained little altered. These days, the humble Cub has been elevated to cult classic status, with riders, customisers and restorers getting on

'BECOMING INCREASINGLY COLLECTABLE'

board with the simple, reliable, practical and increasingly collectable ultra-lightweights.

This 1970 example on sale at Cosmo Classic Motorcycles in Hastings (cosmoclassic.co.uk) for £1995 is an original UK model with just two owners on the V5C. Last used on the road in 1984, it will require checking over before returning to action, but the 6115 miles on the odometer is believed to be genuine. It's described as being in good, unrestored condition and even has its original toolkit and owner's manual.

If you're going to join a cult, it might as well be the cult of the Cub.

DEALER
EXPERT



CHRIS MAYHEW

LUSSO VELOCE

'Race bikes offer some of the best value for money on the classic market'

I might be biased – I've raced for years and still love it – but I think race bikes offer some of the best value on the classic market. For less money than a 'base model' Vincent Rapide, you could own a genuine GP bike in the shape of a Suzuki RG500; I know which I'd rather ride. I know raceware might not be everyone's cup of tea, but there's a sizeable number of collectors, racers and paraders who appreciate genuine racing bikes – and go to great lengths to own them.

For many, the attraction is in the quality of engineering you find on a GP bike. There's magnesium and titanium alloy everywhere and there's nothing on them that doesn't need to be there. There's a purity to racing machinery – and the people who appreciate that are united by a shared passion. For them, race bikes are just beautiful things to own.

Owning a racing machine isn't just the preserve of the wealthy. I had a guy phone me from a public phone box, enquiring about an RG500 for sale. He'd wanted a Mk8 since they came out in 1984 and had been saving since then. That's passion for you.

Yamaha's TZ250/350 models are probably a great starting point for the would-be race bike owner. If you actually want to go racing, be aware that a lot of classic race bikes aren't classics at all – they're replicas. But a TZ is the real thing. Spares are plentiful and you can pick up a project TZ for around £8000. Even the best ones only make about £15,000.

If you want to race yourself, there are plenty of opportunities. I've ridden in some of the GP Original series rounds and they're great fun. An entry costs about £250 for the weekend – usually four races and two practice sessions – and the riders are so friendly. Where else can you ride a classic as fast as you want?

Think about it – and then do it. You won't regret it. Buy a bike, ride it and have some fun. If it's not for you, you'll always get your money back. Now that's good value.

Lusso Veloce is an evolution of Morini specialists North Leicester Motorcycles. Owner Chris Mayhew has worked with Italian bikes all his life – his father Stuart founded North Leicester Motorcycles before Chris was born.

CHRIS'S RED HOT RACER PICKS



1988 Suzuki RG500 Mk12A £45,000

Darren Dixon's 1988 TT F1 title-winning Padgett's Suzuki. Raced by Chris and engine refreshed in 2017.



1975 Bimota YB1 £22,000

Genuine ex-GP bike. Bruno Kneubühler finished ninth in the 250GP class on this. A real piece of history. Ground up resto in 2009/10.



1985 Spondon Yamaha TZ350 £15,000

A lot of bike for the money. Ready to race with Ceriani forks, Wilbers shock, Titan crank and much more.

Yamaha DT125/175MX

Not fast, not flash, but Yamaha's DT175MX and its DT125MX sibling still tick plenty of boxes for those who value versatility and fun factor

WORDS: GEZ KANE PHOTOGRAPHY: BAUER ARCHIVE

Yamaha could make a plausible claim to be the inventors of the modern trail bike. Their 1968 DT1 250 was probably the first genuine trail bike (rather than street scrambler) and it changed the face of the lightweight motorcycle market. Remarkably competent on the dirt, the DT1 was fully equipped for the road, too, with efficient lighting, Autolube lubrication, decent brakes and even (optional) indicators. And it created a new class of recreational off-road riders in the USA.

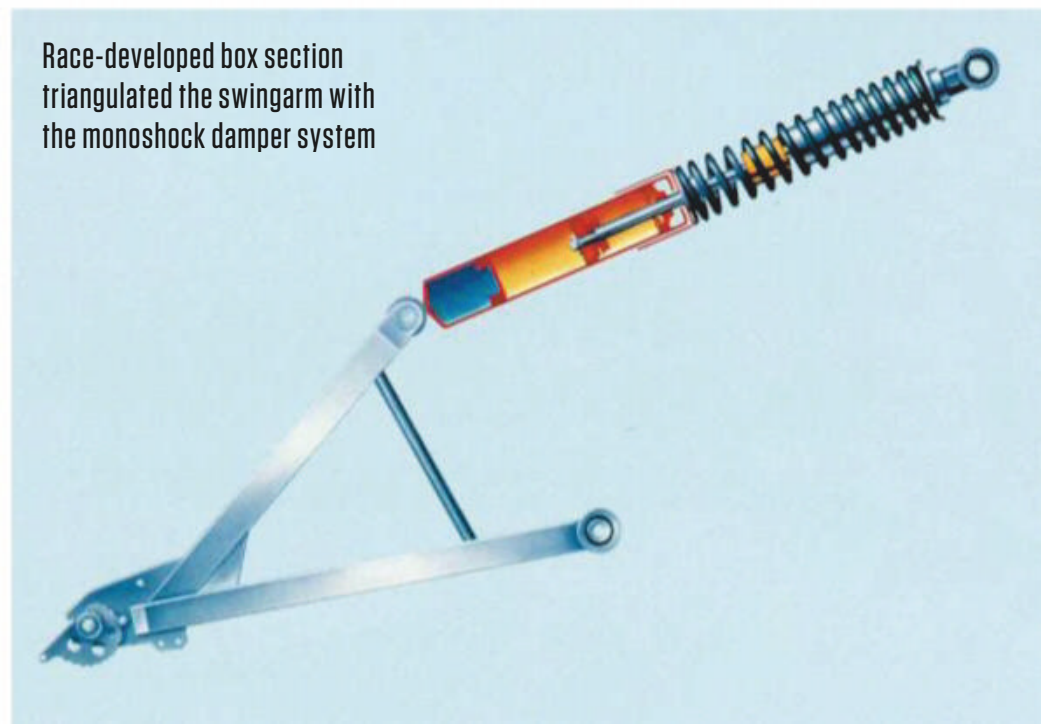
The trail bike genre swiftly spread across the globe and, five years after the launch of the DT1 in America, Yamaha's DT range had expanded dramatically. That year, the DT175 debuted in the UK, and soon became a firm favourite. Fast-forward another five years, to 1978, and it took a major step forward with the launch of the monoshock DT175MX.

With styling based on the factory's world-beating motocross bikes, the MX was even more of a hit than its twinshock predecessor. Young learner riders loved its looks, while a surprising number of active trail riders warmed to its simplicity, rugged dependability and genuine off-road performance. While many DT owners may not ever have ventured off-road, some of those who did proved the competence of the DT beyond doubt. London Yamaha dealer Dave Raynor rode a lightly modified DT175MX to a Gold Medal in the Welsh Two Day Trial and plenty of the new DTs were providing their happy owners with a competitive – and affordable – ride in the clubman class of their local enduros. Trail riders loved the bike, road riders loved it, even the press loved it, with *Bike's* Mark Williams declaring it the best Japanese trail bike ever.

Yet, for all the DT175MX's success, it was a fairly simple and logical progression of Yamaha's tried and tested DT formula. Aside from the six-speed gearbox and the cantilever



Race-developed box section triangulated the swingarm with the monoshock damper system



rear suspension – borrowed from Yamaha's motocross range – there wasn't much new about the MX. The engine was a conventional seven-port, reed-valve induction unit, pumping out a useful 17bhp – nothing new for Yamaha. That slim monoshock frame was the big selling point, but again it was something Yamaha had plenty of experience with from their motocross involvement. If anything, it was the little details that made the MX model such a great all-rounder. Serrated, folding footrests, snail-cam chain adjusters, a tucked in, high-level exhaust, electronic ignition, tyre security bolts and flexible indicators. The MX had been designed from the outset as a genuine trail bike.

Development of the DT175MX was limited – probably because it was pretty much right first time. There was a vented front mudguard for 1979 and a switch to a box-



ENGINE

There are no real, common faults with the DT's engine. Check for the normal two-stroke things – good compression and a generally quiet top end. Even the six-speed gearbox is generally trouble-free. A complete engine rebuild is not too difficult, or expensive – though you really need a case-splitting tool.

CLUTCH

Should have a light action and be free from drag or slip. Decent-quality pattern plates and springs are readily available and relatively inexpensive. Notchy engagement and disengagement might be down to a worn clutch basket – one of the few parts of the DT's engine that are getting hard to find in good condition.

SUSPENSION

While tired forks are easy enough to refresh, check the operation of the shock. The original seems to hold up pretty well – but as far as we know, pattern replacements are not available. Functional used shocks do turn up, though.



LEFT: Nippy enough on the road, the 175's extra power and torque are more keenly felt when you venture off-road

TIMELINE

1978: The DT125MX/DT175MX are launched – though only the 175 is available in the UK. The first bikes actually arrive in late 1977 for the 1978 model year, replacing the old twinshock DT175 that had been around in the UK since 1973.

1979: Vented front mudguard, graphics and colour scheme refreshed.

1980: Box-section swingarm, new frame, oil tank, air filter box and ignition system. Revised colour options and decals. DT125MX introduced in the UK. Identical to the 175 in virtually all respects save bore and stroke.



1981: The last year of the DT125MX and DT175MX in the UK. The bike continued to be offered in other markets, though. It was still on sale (as a farm bike) in Australia as recently as 2008 and is still offered in slightly updated form in some developing markets today.

RESOURCES

Yambits

01423 324394, yambits.co.uk

Motolink

01526 344443

motolinkyamaha.weebly.com

Rex's Speed Shop

01580 880768

rexs-speedshop.com

section swingarm (reflecting developments to the YZ motocross range) in 1980 – when the DT125MX joined the 175 in the Yamaha line-up – which necessitated a revised frame and airbox, too. Apart from that, though, changes to the MX were limited to the annual round of paint and graphic updates. And, even though the DT125/175MX gave way to a new, liquid-cooled DT125 (in the UK at least) at the end of 1980, the basic design soldiers on to this day in some markets.

Simple, affordable and effective. The DT175MX and DT125MX remain as desirable now as they were in their heyday. A few years ago, you could pick a nice one up for a few hundred quid. Now, it'll probably cost nearer £2000 – and more for a real belter. We'd say that's still not bad value for one of the best lightweight all rounders ever. ►

ELECTRICS

Some bikes may have had the wiring loom cut or altered to strip them down for serious off-road use. Check for working indicators. The electronic ignition is generally durable and reliable, but bear in mind that the post-1980 ignition unit is different to the one on earlier models. Rex's Speed Shop (rex-speedshop.com) manufacture replacement CDI boxes for both the 125 and 175 models at £69.95.

LUBRICATION

Check the Autolube system and oil tank are still present and correct. Some serious off-road riders ditched them to save a couple of pounds.



FRAME AND SWINGARM

A bike that's been used 'enthusiastically' off-road may have some frame or swingarm damage. Check carefully for alignment and cracks. The swingarm has bushes and thrust washers at both the pivot and the shock mounting, so check for any play.

EXHAUST

Genuine exhausts are no longer available, so if you plan on a catalogue spec restoration, look for a bike with a decent stock system. If you just want to ride the bike, there are aftermarket options – but any of these may need the carb re-jetting to suit.

BODYWORK

Tanks are hard to find, as are original mudguards and side panels, with many bikes being fitted with aftermarket plastics in the day. If originality isn't an issue, there are plenty of aftermarket mudguards that can be pressed into service.

THE RIDE

Think fun – whichever model you're aboard. As you'd expect, the handling, braking, riding position and feel of both the DT125MX and the DT175MX are identical. It's only when you open the throttle that the difference between the two becomes apparent. The 3bhp difference in maximum power might not sound a lot, but when you start with 14bhp (for the 125), 17bhp represents more than a 20% hike. That's not to be sniffed at – and the way the 175 delivers its extra bhp makes a difference, too. The 175 feels a little less frantic, with an extra helping of torque and slightly softer power delivery making for a more relaxing ride – though the sweet, six-speed gearbox makes keeping even the 171cc engine spinning in its power band easy and fun.

Lightweight trail bikes aren't about relaxing, though. If you're aboard a 125, just pin the throttle and rev it for all it's worth to achieve a top speed just under 70mph. The 175 will get to just over 70, with less mechanical cruelty, and is the better all-round ride – especially for off-road excursions.

On the road, both models offer laugh-out-loud fun on back roads and make excellent city bikes, too. Their light weight and lack of bulk mean you can take outrageous liberties without getting into (too much) trouble. Even the tiny-looking, 5in brakes work reasonably well and, as long as the

PRICES

DT125/175


Mint: £2500-3000

Good: £1800-2500

Project: £500-1000

forks and rear shock are in reasonable fettle, the suspension – with 9in of travel at the front and 5½in at the back – soaks up all you can throw at it.

But if the DT125 and 175MX are great little bikes on the road, venture on to the dirt and their versatility really shines through. Their light weight and slim profile are even more of a boon and the extra power and torque of the 175 really come into their own. More than four decades on from its launch, the DT remains a very competent trail bike. There's enough power to get you through (or round) most obstacles or snotty sections of green lane, but not enough to be intimidating on slippery surfaces. Back off the preload on the suspension, drop the tyre pressures and enjoy. And, when the inevitable happens and you find yourself dumped on your backside in the mud, it doesn't take much effort to heave the DT upright and get it going again. That's a real bonus after a long day on the trail.

Yamaha's DT125/175MX may not be the ultimate lightweight road bike. And it isn't the hottest weapon for classic enduros, either. But it really isn't that far off being both. What it might just be, however, is the best classic trail bike for the owner who wants the best of both worlds. Light, lively, easily maintained and reliable, it's basically two bikes for the price of one. 

SPECIFICATION

YAMAHA DT125

(175MX spec in brackets where different)

Engine: Air-cooled, two-stroke single

Bore x stroke: 56 x 50mm (66 x 50mm)

Capacity: 123cc (171cc)

Compression: 7.2:1 (6.8:1)

Claimed power: 14bhp @ 6500rpm

(17bhp @ 7000rpm)

Carburettor: 24mm Mikuni

Gearbox: Six-speed

Ignition: Electronic

Brakes: 5in/130mm sls drum front and rear

Tyres: 2.75 x 21in front, 4.00 x 18in rear.

Weight: 211lb/96kg



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1982 Yamaha RD350 LC
£8,050



1959 Norton International project
£14,375



1937 AJS Model 37/2
£28,750



1963 CZ100
£10,350



1959 Lambretta LI150, sidecar
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MECUM AND BONHAMS PREVIEW FOR LAS VEGAS SALES

High rollers

January has become the highlight of the US auction year as Bonhams and Mecum roll into Vegas with two mega-auctions. Here are some of the bikes you can take a punt on...

MECUM JAN 21-26

Taking place over five days, with eight one-owner collections and more than 1000 motorcycles as we went to press, Mecum's annual Las Vegas sale has become the biggest classic motorcycle auction in the world. It's also one of the most diverse. With everything from monkey bikes to Norvins and incomplete projects to pristine restorations going past the auction block at the South Point Hotel and Casino in Las Vegas from January 21-26, there's something for everyone at Mecum's flagship sale. Here's a taste of what to expect.

1961 Triumph T120C

There are 15 bikes from the Hamilton Collection in Mecum's sale this year. Wayne Hamilton's 60-bike collection was built up over the next 17 years, having started in 1998. It included at least one model from each decade of Triumph production and all were meticulously restored to factory specification. Now, Hamilton is downsizing his collection due to a move – and this T120C may well be the rarest machine of the 15 bikes he's offering in Las Vegas.

Only a handful of T120Cs were produced for 1961 – the first year of the C variant – and all went to the US market. The laws of supply and demand alone make this an ultra-desirable machine, but it's also one of the best-looking Triumph twins ever produced. The restoration

ABOVE: Super-desirable 1961 Triumph T120C is one of only a handful ever made

RIGHT: Ex-Steve McQueen 1926 Excelsior Super X Flat Tracker



is spectacular, right down to the original-fitment Dunlop Trials Universal tyres – and it hasn't been used since.

1926 Excelsior Super X Flat Tracker

No Mecum sale in Las Vegas would be complete without an array of seriously desirable American V-twins. There are plenty on offer this month, but perhaps this is one of the more special. A genuine factory racer, it belonged to Hollywood legend Steve McQueen from the '70s until his death in 1980 and later became part of the late Gary Hites's collection after it was sold at the McQueen estate sale in 1984. It's being offered in the condition it was in while in McQueen's ownership. Rare and valuable even without the McQueen connection, the late actor's stardust will definitely rub off on this machine.

1963 Honda CR93 Roadster

The Northwest 100 collection amassed by Brown M Maloney over three decades comprises 100 Honda motorcycle, but this CR93 Roadster is one of the most rare and unusual. The CR93 was introduced in 1962 as a genuine 125 class racer; with 23bhp at 13,000rpm and a 100mph-plus top speed, it was pretty competitive.

The roadster version was offered alongside the racer in the Honda catalogue. Complete with full road-going equipment, power was down and weight up. But the little dohc twin was the most exotic and sophisticated lightweight on the road in 1963. This example has only had two owners in the last 50 years and, apart from a paintwork refresh in the '70s, is completely original and with 2653km on its odometer. It's estimated that only around 20 of these roadster models remain in existence.

1974 Cheney Suzuki TM400MX

If you want rare, this is it. The build of this machine was detailed in American magazine *Cycle Guide* in December 1973. This is the only example ever built to that exact specification and its Cheney chassis transformed Suzuki's motocrosser into a race-winner. The idea of the build stemmed from Cheney's previous experience using one of his frames fitted with a twin-port Suzuki engine for Suzuki GB in 1968. In 18 starts in its first race season in 1974, the Cheney racked up 17 wins and a DNF. Restored completely in 2013, it comes with original build sheet and costings.

BONHAMS JAN 23

The Bonhams Las Vegas Sale – now relocated to Caesar's Entertainment Studios in Las Vegas – may lack the sheer numbers of the Mecum sale, but will lack none of the drama we've come to expect from Bonhams' annual US odyssey. Here are some of the highlights.

1938 AJS Model 2

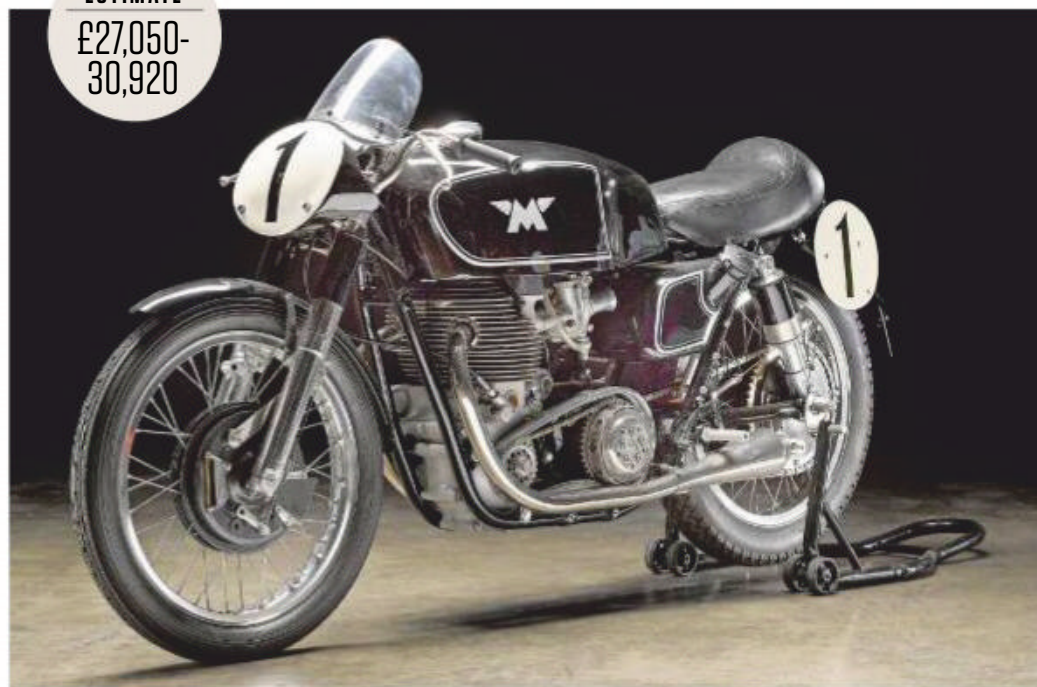
Estimate: \$32,000-38,000 (£24,735-29,375)

AJS had been assimilated by Matchless in 1931 and one of the spin-offs from that was the axing of AJS's big V-twin. But the AJS initials could be found on a big V-twin again by 1933, with the AJS Model 2 powered by the same side-valve 982cc engine that was used in the Matchless Model X – and later (from 1935) supplied to Brough Superior for use in their SS80. The range-topping Model 2 would continue – with regular updates – until the advent of WWII. This matching-numbers



ESTIMATE

£27,050-
30,920



ABOVE: 1955 Matchless G45 has an unconfirmed history but is undoubtedly a lovely period racer

bike has been nicely restored to correct 1938 specification by its owner and, better still, is ready to ride and enjoy. To be sold with no reserve.

1955 Matchless G45

Estimate: \$35,000-40,000 (£27,050-30,920)

Something of a mystery machine, but a gorgeous G45 nonetheless. It's believed to have been raced by seven-time South African champion Borro 'Beppe' Castellani during the 1957-58 season. It remains unclear when the bike arrived in America, but it was thought to have been used in classic racing after an extensive restoration. Currently, the bike sports Amal Concentric carburetors for ease of starting and running, a Lucas competition magneto, Newby dry clutch and a Manx-style fuel tank. A lovely period racing machine.

1913 NUT 90-bore V-twin

Estimate: \$45,000-50,000 (£34,785-38,650)

Beautifully restored and being offered without reserve, this is part of a private collection, some others of which are being offered alongside it in Las Vegas. The NUT marque owes its name to its location – Newcastle-upon-Tyne – and though rare today, they were real sporting contenders in their day, with a NUT winning the Junior TT in 1913.

This JAP-engined 90-bore model shows why they were such a force. Essentially the same engine as used in sporting Morgan three-wheelers made the NUT a superbike in its day. Restored by its engineer vendor in 2018/19, it features high-compression pistons and the correct Philips auto clutch.

1927 Indian Scout

Estimate: \$38,000-45,000 (£29,375-34,785)

From the first year of the 45 cu in (740cc) Scout model comes this superbly restored Police Special. Offered for sale in civilian trim, it's a stunning example of a model often described by Indian enthusiasts as the best Indian ever made, thanks to its balance of power, weight and undeniable style. The 42° V-twin engine pushed out 18bhp, which was impressive at the time, and featured a geared primary drive. This bike is one of the rare 'short frame' versions of the 740cc Scout and the last of the line to have a single brake (at the rear) only. Beautifully restored and in perfect running order, it's being offered with no reserve.

ESTIMATE

£24,735-
29,375

AUCTION
EXPERT

ANDY SPICER

SPICERS AUCTIONEERS AND VALUERS

'An auctioneer has to look after both the vendor and prospective purchasers'

As an auctioneer, no sooner have you finished one auction than you're planning the next. Where is the stock coming from? Will you have enough time to research bikes for originality and provenance? What about getting machines photographed and catalogued, advertising the sale?

A lot relies on vendors giving you enough notice of their intention to sell. An auctioneer has to look after both the vendor and prospective purchasers, so due diligence is paramount. We have to be able to stand behind our description should it be contested. The most basic test is checking the paperwork. Does the V5C match the registration, frame and engine numbers? But there's more to it than that.

With high-end machines like Vincents or Gold Stars, a recent certificate from the owners' club adds value. The club can verify the stampings, but it takes time. With a race bike, what's its history? Who rode it, where did it race and how original is it? If you have a particularly interesting machine, a magazine may be interested in featuring it. Great publicity, but it will normally have to be two to three months before publication.

Prepare your bike for the auctioneer's visit. I am always grateful for advance information so I can do some research. Provide all paperwork – V5C, V5, RF60, old MoT's, receipts, history, previous owners, etc. Present the bike in the condition you'd like to view it. If it's an oily rag example, leave it alone. If it's a runner, kick it over. If it's in good condition, clean it, pump up the tyres and again, kick it over.

I like to video a bike, so a clean, well-lit location where I can photograph it from multiple angles and walk around it with its engine running is good. Ensure frame and engine numbers are easy to read, too.

Consider sending the bike to the auctioneers early for pre-sale display. Let the auctioneer take your history folder and documents when you consign the bike; he'll need them for research and cataloguing.

Leave all of the advertising to the auctioneer, too, so no posting on social media – and relax. You're in good hands.

Andy is head honcho at Spicers Auctioneers incorporating Dee, Atkinson and Harrison.
spicersauctioneers.com

TWO OF THE BEST FROM SPICERS IN 2019 – AND ONE TO WATCH FOR IN 2020

**1963 Honda CZ100**

We recently sold this for £10,350 (estimate £7000-9000), after two local collectors battled for it. A great price for a wet and cold East Yorkshire!

**1937 AJS Model 37/2**

Fell through its owner's garage floor in 1965 and stayed there till our vendor hired a JCB to pull it out. Beautifully restored, it sold for £28,750 (est: £20k-25k).

**1927 Triumph Model N**

Hopefully, this will be one of the bikes to watch in early 2020. Yet to be confirmed, it's thought to be an ex-TT machine and comes from a private collection.

AUCTION DATES



1927 Indian offered at Bonhams' Las Vegas (estimate \$38,000-45,000)

JANUARY

23 Bonhams Las Vegas Motorcycle Sale at the Rio All Suite Hotel and Casino, Las Vegas, Nevada, USA
Bonhams.com

21-26 Mecum Las Vegas sale at the South Point Hotel and Casino, Las Vegas, Nevada, USA
Mecum.com



1963 Honda CR93 Roadster offered at Mecums' Las Vegas Sale

FEBRUARY

2 Charterhouse sale at the Royal Bath and West Showground, Shepton Mallet, Somerset
Charterhouse-auction.com

8 Mathewsons sale at Roxby Garage, Thornton-le-Dale, North Yorkshire
Mathewsons.co.uk

MARCH

11-14 Mecum sale at State Farm Stadium, Glendale, Arizona USA
Mecum.com

14 Spicers sale at Sledmere House, Sledmere, East Yorkshire
Spicersauctioneers.com

19 Dorset Vintage and Classic Auctions sale at Henstridge Airfield, Henstridge, Somerset
Dvca.co.uk

21 Mathewsons sale at Roxby Garage, Thornton-le-Dale, North Yorkshire
Mathewsons.co.uk

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1975 BMW R90S
27,000 miles,
restored beautifully
£10,555



**1974 MOTO GUZZI
NUOVO FALCONE**
Electric start
£5,250



1984 MOTO GUZZI 254
3581kms!
£5,995



**1976 MOTO MORINI
350 SPORT**
Disc Brakes, wire wheels
£6,565



**1973 HARLEY DAVIDSON
SHOVELHEAD BOBBER**
£23,000



**1983 MOTO GUZZI
SP1000**
£2,950



**1978 MOTO MORINI
500 STRADA**
£5,500



**1974 BIMOTA
YB1/TZ250**
GP History
£22,000



**1972 MV AUGUSTA
350B**
£5,500

DUCATI: Bevel Hailwood Replica x 2, 888 SP3, 900 SS Belt, 996 Ex Emmett, 955 RS Ex Rob Holden, 955 RS Ex Graves, 1098R.

MOTO GUZZI: 175 OHC Lodola (Giro eligible) x2, Mille GT, SP1000, Nuovo Falcone 500, 254 one perfect and one project.

MOTO MORINI: Various 350's and 500's both Sport and Strada, K2, Camel 501, Tresette 175 (Giro eligible).

KAWASAKI: KH 500 H1A, Z1000 A1.

SUZUKI: RG500 MK12a, TR750 Replica.

HONDA: SP1, CRF 250 SM.

BIMOTA: DB4 Carb, YB1 TZ 250.

BENELLI: 650 Tornado project

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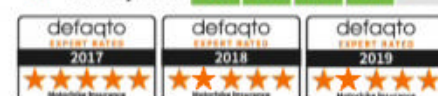
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